WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
116	TBD	0.45576	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
181	888577	0.00421	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
204	890908	0.06179	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
264	888670	0.02622	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
265	890909	0.03218	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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299	NR8427, 888573	1.33231	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
303	OM6600, 891234, Powerline Rd	2.66631	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
400	NR8460, 891246, Canyon Route	4.71729	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
425	890907	0.00035	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
505	888574	0.1728	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
506	888671	0.11317	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
509	SV2681, 890763	0.02814	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
510	TBD	0.18454	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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512	SV2644, 890891	0.93497	Primitive Road: Primary	Motorized	Street Legal	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
513	OM6629, 890768	0.48311	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
514	890813	0.01919	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
516	890773	0.03619	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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517	OM6621, 890790	0.30146	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
518	NR8435, 890803	0.34459	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
519	NR8520	1.12075	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
529	OM6625	0.20871	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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535	NR7483	0.2972	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
537	TBD	0.07907	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
539	TBD	0.01845	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
542	890892	0.21439	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
543	890893	0.10451	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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544	SV2653, 888604	0.23338	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
547	890812	0.27368	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
549	TBD	0.07161	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
550	888461	0.13744	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
552	TBD	0.06253	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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553	SV6525, 947055	0.30005	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
554	888672	0.0349	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
556	947194	0.74809	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
558	TBD	0.02805	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
559	947178	0.00527	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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560	947245	0.01104	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
561	JV4304, 947277	0.13849	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
564	SV5942, 947177	0.426	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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568	947031	0.06373	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
569	TBD	0.12693	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
570	947088	0.18909	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
571	TBD	0.03114	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
573	TBD	0.30136	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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577	TBD	0.27782	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
578	TBD	0.18818	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
582	SV2641	0.04116	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
585	SV2639	0.01378	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
587	TBD	0.13237	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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589	SV2646	0.14753	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
590	TBD	0.00838	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
601	888447	0.08576	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
602	888579, Powerline Rd	0.00484	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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603	947048	0.00563	Primitive Road: Primary	Motorized	None	(d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
604	TBD	0.22052	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
606	947149	0.14331	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
608	TBD	0.02901	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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610	SV6533	0.41227	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
611	890894	0.05669	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
612	947092	0.24092	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
613	OM7350F	0.03053	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
615	TBD	0.00191	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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617	947310	0.80799	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
618	947442	0.08567	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
619	TBD	0.23976	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
620	SV6516, 947303	0.23514	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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621	NR7482, 947317	0.07192	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
622	NR7482	0.20912	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
623	TBD	0.12572	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
625	947569	0.00567	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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626	947537	0.86221	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
627	947570	0.02371	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
628	947106	1.67252	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
630	PC8689, 947278	0.10848	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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631	SV2605, 947293	0.24715	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
632	947026	0.82815	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
633	947058	0.02349	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
863	947837	0.00743	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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869	929719	0.24075	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
901	930925	0.17041	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
1088	OM6634, 959495	0.39815	Primitive Road: Primary	Motorized	Competitive C	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
1089	OM6640	0.05939	Primitive Road: Primary	Motorized	Competitive C	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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1090	OM6630	1.10834	Primitive Road: Primary	Motorized	Competitive C	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
1091	OM6627, 947298	0.83152	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
1099	SV2642, 947659	0.08829	Primitive Road: Primary	Motorized	Street Legal	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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1101	947517	0.247	Primitive Road: Primary	Motorized	Street Legal	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
1102	957954	0.00218	Primitive Road: Primary	Motorized	Street Legal	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
1103	947265	0.05041	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
1104	947078	0.01412	Primitive Road: Primary	Motorized	Street Legal	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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1105	947231	0.06658	Primitive Road: Primary	Motorized	Street Legal	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
1164	947095	0.22143	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
1165	947488	0.30298	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
1166	957899	0.25417	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
1167	947337	0.11215	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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1168	947463	0.14997	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
1171	947551	0.06016	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
1185	TBD	0.05075	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
1186	TBD	0.02825	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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1188	947136	0.02122	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
1189	TBD	0.04493	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
1190	947135	0.0174	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
1200	959473	0.06464	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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1201	949671	0.01365	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
1233	957972	0.04868	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
1234	NR8686, 947038	0.03394	Primitive Road: Primary	Motorized	Authorized/Permitted	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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1235	958272	0.00421	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
1264	NR8434, 947571	0.04511	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
1265	959599	0.18657	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
1267	947300	0.09836	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
1269	TBD	0.97443	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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1270	947271	0.06201	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
1298	896618	0.01415	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
1299	949646	0.0171	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
1300	947343	0.01543	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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1301	947428	0.02378	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
1302	947458	0.01084	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
1303	947257	0.0224	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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1304	957910	0.01529	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
1306	959959	0.01076	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
1307	947604	0.01004	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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1308	947685	0.01903	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
1309	959634	0.01985	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
1315	929715	0.02995	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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1316	947172	0.03991	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
1317	115911	0.01278	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
1318	945393	0.07956	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
1319	959603	0.00575	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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1320	949476	0.00968	Primitive Road: Primary	Motorized	Authorized/Permitted	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
1321	959528	0.01102	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
1330	930940, Overpass	0.09148	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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1394	TBD	0.07822	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
1395	TBD	0.393	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
1396	OM6632	0.47761	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
1399	OM6631, 947633	0.37524	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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1403	947502	0.02405	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
1404	TBD	0.02624	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
1413	947230	0.06667	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
1445	OM6640, 947323	0.59898	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
1447	NR7534B, 947441	0.04271	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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1448	947515	0.21241	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
1541	TBD	0.10693	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
1546	OM6636, 949749	0.09149	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
1547	949620	0.01466	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
1548	OM6632, 949738	0.67178	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
1550	947698	0.00275	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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1552	SV6533	0.00618	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
1556	949456	0.01895	Primitive Road: Primary	Motorized	Street Legal	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
1557	947332	0.15881	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
1558	947296	0.00576	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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1559	TBD	0.00859	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
1719	929325	0.18929	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
1736	TBD	0.00149	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
1813	947694	0.82633	Trail	Non-Mechanized	Hiking	(a), (c), (d)	This segment has been determined to be appropriate for non-mechanized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, and the elimination of motorized and mechanized use; resulting in a reduction in the intensity of use and in the extent of potential disturbance and associated impacts created by use of the segment.
1843	930960, Stoddard Wells Rd	0.00456	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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1859	JV4207, 949465	0.1048	Primitive Road: Primary	Motorized	None	(a), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
1871	JV4313	0.2253	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
2119	OM6628, 960087	2.29739	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
2126	OM6638, 957985	4.16906	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
2128	949557	0.07727	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
2157	SV2664, Sorrel Trl	0.88139	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
2161	SV2644, 960088	0.92427	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
2169	951478	0.99629	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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2171	950785	0.08287	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
2172	950727	0.15282	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
2173	950961	0.10143	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
2174	OM6623, 949470	0.36082	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
2176	938984	0.8769	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
2182	JV4205, 113477	0.00971	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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2192	OM6635, 949720	0.06091	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
2193	949600	0.00211	Primitive Road: Primary	Motorized	Street Legal	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
2200	SV2630, 950900	0.07727	Primitive Road: Primary	Motorized	Street Legal	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
2201	TBD	0.04355	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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2437	951466	0.54952	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
2462	888568, Bessemer Mine Rd	0.00531	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
2577	932930, Camp Rock Rd	0.84428	Primitive Road: Primary	Motorized	Street Legal	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
2707	929721	0.0028	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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2709	931325	0.00648	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
2774	TBD	0.09284	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
2868	953472	0.09824	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
3020	NR8400, 932127, Camp Rock Rd	0.38492	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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3103	TBD	0.60659	Primitive Road: Primary	Motorized	Street Legal	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
3104	950797	1.35198	Primitive Road: Primary	Motorized	Street Legal	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
3110	951460	0.10199	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
3123	SV2642, 949715	0.05713	Primitive Road: Primary	Motorized	Street Legal	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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3127	112853	0.00255	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
3133	949821	0.09208	Primitive Road: Primary	Motorized	Street Legal	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
3134	960111	0.06995	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
3135	116248	0.03202	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
3136	TBD	0.07635	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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3137	TBD	0.02257	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
3138	950690	0.03126	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
3139	TBD	0.03439	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
3143	OM7389	0.25284	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
3165	952274	1.59787	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
3186	951462	0.22461	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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3202	888620	0.06954	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
3378	951467	0.27698	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
3420	930942, Ramp	0.3448	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
3441	953496	0.03105	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
3450	NR8406, 932128, Camp Rock Rd	1.89894	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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3490	888673	0.00344	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
3639	1000010, Ramp	0.3742	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
3788	TBD	1.80447	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
3990	890911	0.16608	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
4023	951476	0.26865	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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4026	955896	0.00724	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
4270	943821, Townsend Rd	0.0055	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
4311	955894	0.00041	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
4637	115811	0.49729	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
5300	TBD	0.00042	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
5333	135431	0.12302	Primitive Road: Primary	Motorized	Street Legal	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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6045	1033148	0.00896	Primitive Road: Primary	Motorized	Street Legal	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
6560	930938, Ramp	0.34882	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
6577	JV4205	0.14224	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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6607	1047897, Ramp	0.00028	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
6862	888572	0.24279	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
7453	1021325	0.0005	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
7481	112638	0.0218	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
7563	118331, Broadway	0.08876	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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7571	113474	0.00287	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
8134	TBD	0.01279	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
9326	TBD	0.00251	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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9962	JV3542, 118047	0.19291	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
11544	JV3542, 115340	0.24999	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
11753	JV3542	0.33071	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
14025	115319	0.24129	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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15818	TBD	0.00449	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
16816	SV6536	1.27497	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
16976	135549	0.00156	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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17009	135527	0.03074	Primitive Road: Primary	Motorized	Street Legal	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
17126	135582, D St	0.03116	Primitive Road: Primary	Motorized	Street Legal	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
17911	TBD	0.0029	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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17954	TBD	0.00021	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
17979	TBD	0.00089	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
18091	TBD	0.00053	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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18320	SV2615, 147779	0.25398	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
18398	TBD	0.00049	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
18521	TBD	0.25135	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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18528	TBD	0.06274	Primitive Road: Primary	Motorized	Street Legal	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
18543	147778	0.00224	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
18701	135598	0.05882	Primitive Road: Primary	Motorized	Street Legal	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
18893	135586, F St	0.03128	Primitive Road: Primary	Motorized	Street Legal	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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19069	148141	0.36257	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
19261	TBD	0.36179	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
19519	TBD	0.25139	Primitive Road: Primary	Motorized	Street Legal	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
19528	135530	0.0255	Primitive Road: Primary	Motorized	Street Legal	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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19664	135526	0.00396	Primitive Road: Primary	Motorized	Street Legal	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
19901	135589	0.02589	Primitive Road: Primary	Motorized	Street Legal	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
19986	TBD	0.00039	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
20127	TBD	0.27114	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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20141	TBD	0.00241	Primitive Road: Primary	Motorized	Street Legal	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
20191	SV2615, 151029	0.24311	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
20391	SV6541	0.33556	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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20478	TBD	0.06666	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
20873	SV2617, 148478	0.32187	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
21120	SV2625, 147524	0.04786	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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21389	SV2625, 147761	0.09783	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
21438	Lafayette St	0.24736	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
21466	151030	0.1887	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
21962	TBD	0.25488	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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22166	SV2613	0.56007	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
22561	SV6542	0.24088	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
22597	TBD	0.21457	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
22599	TBD	0.32233	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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22644	SV2615, Laguna Seca Dr	0.02809	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
22693	TBD	0.78093	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
22735	TBD	0.28479	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
22931	SV2617, 151239	0.80982	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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23026	TBD	0.00066	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
23038	TBD	0.00052	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
23119	TBD	0.02968	Primitive Road: Primary	Motorized	None	(a), (c)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
23122	SV2617, 151774	0.20951	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
23821	SV2634, 148324	0.98539	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
23932	151028	0.00192	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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23979	138613	0.0413	Primitive Road: Primary	Motorized	Street Legal	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
24070	TBD	0.00042	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
24579	150448	0.00253	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
24645	TBD	0.00517	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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24943	151804	0.84018	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
25151	Standing Rock Ave	0.0034	Primitive Road: Primary	Motorized	Street Legal	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
25252	Roxbury Rd	0.03091	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
25379	TBD	0.01566	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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25630	TBD	0.00032	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
25819	138883	0.00511	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
26163	154511	0.00024	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
26184	TBD	0.54994	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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26278	138581	0.06071	Primitive Road: Primary	Motorized	Street Legal	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
26534	SV2611, 149448	0.25414	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
26565	152353	0.08051	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
26703	Laguna Seca Dr	0.00026	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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26811	SV6555	1.11652	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
27107	SV2607, 151803	0.08655	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
27523	Chuckawalla Rd	0.11032	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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27721	WV3505	0.1477	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
27798	138604	0.00047	Primitive Road: Primary	Motorized	Street Legal	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
27861	138624	0.06379	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
28054	SV2609	0.3825	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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28073	TBD	0.72158	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
28614	SV2607, 151766	0.17826	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
28766	SV2607	0.72418	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
28819	SV2616	0.77201	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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29032	TBD	0.14674	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
29059	Boulder Rd	0.00085	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
29662	138609	0.00412	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
29667	TBD	0.17316	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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30157	152177	0.08622	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
30209	155007	0.27256	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
30593	SV2611, 152667	0.06908	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
30721	TBD	0.48631	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
30786	Standing Rock Ave	0.03389	Primitive Road: Primary	Motorized	Street Legal	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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30833	SV6528	0.43174	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
30952	SV6501	0.65889	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
30965	SV6442	0.24769	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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31062	SV2611, 152606	0.32545	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
31206	TBD	0.00112	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
31259	152391	0.71696	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
31273	SV2608	0.85567	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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31313	TBD	0.06244	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
33678	Narragansett Rd	0.12364	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
35689	Roxbury Rd	0.00826	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
38295	TBD	0.00023	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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41070	148154	0.00138	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
42847	153428	0.03455	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
43870	138625	0.00021	Primitive Road: Primary	Motorized	Street Legal	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
44088	Barker Rd	0.05831	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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44940	Chuckawalla Rd	0.013	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
77426	TBD	0.22435	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
77430	TBD	0.25044	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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77431	TBD	0.00025	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
77438	1105422	0.08849	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
77439	1105431	0.00201	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
77441	1105418	0.00289	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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77458	1105417	0.12965	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
77507	TBD	0.25834	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
77518	TBD	0.75635	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
77532	TBD	0.20399	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
77542	TBD	0.41688	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
77545	TBD	0.31678	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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77548	1118671	0.26809	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
77549	1118733	0.19959	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
77551	TBD	0.3793	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
77552	1118720	0.07252	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
77553	1118706	0.06116	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
77554	TBD	0.03542	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
77555	TBD	0.45753	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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77560	1118359	0.00883	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
77561	TBD	0.24068	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
77563	TBD	0.0506	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
77564	1118718	0.01211	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
77566	TBD	0.50658	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
77567	1120711	0.02347	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
77568	TBD	0.74783	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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77569	TBD	0.11708	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
77570	1120761	0.09259	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
77573	1120754	0.08768	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
77574	TBD	0.35096	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
77576	1120710	0.00137	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
77577	1120730	0.02602	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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77578	TBD	0.37042	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
77579	1120830	0.22665	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
77581	TBD	0.04438	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
77582	TBD	0.53997	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
77591	TBD	0.2106	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
77593	TBD	0.30161	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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77594	TBD	0.3269	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
77603	1120734	0.01421	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
77604	1120766	0.06003	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
77605	TBD	0.22342	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
77608	TBD	0.03754	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
77611	TBD	0.18254	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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77616	TBD	0.53883	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
77663	TBD	0.20396	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
77664	TBD	0.74713	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
77665	TBD	0.12639	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
77668	TBD	0.03555	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
77669	1118666	0.1293	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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77670	TBD	0.10645	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
77671	TBD	0.02926	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
77672	1120731	0.05934	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
77673	TBD	0.0941	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
77674	TBD	0.52413	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
77675	1120756	0.10227	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
77681	TBD	0.61536	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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77683	TBD	0.57043	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
77685	TBD	0.00289	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
77688	TBD	0.19066	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
77689	1120743	0.02709	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
77695	1103393	0.76286	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
77696	TBD	0.34823	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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77720	TBD	0.50093	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
77761	TBD	0.25017	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
77762	1120729	0.0391	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
77768	TBD	0.04819	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
77769	1120721	0.42527	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
77770	1120762	0.03066	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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77771	1120772	0.01167	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
77773	1120819	0.1185	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
77774	TBD	0.1664	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
77775	TBD	0.09666	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
77779	JV4305	1.49446	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
77783	1118672	0.01665	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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77786	TBD	0.29216	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
77787	TBD	0.10084	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
77788	TBD	0.00059	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
77789	1120849	0.36446	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
77790	1120748	0.00733	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
77791	1120713	0.68867	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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77792	JV4310	0.80238	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
77793	1121235	0.07026	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
77811	TBD	0.05631	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
77812	1118719	0.0167	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
77826	TBD	0.33411	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
77830	TBD	0.79533	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
77831	1120752	0.10963	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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77832	1120755	0.1043	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
77833	1120765	0.15318	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
77835	1120709	0.00037	Primitive Road: Primary	Motorized	None	(c)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
77836	TBD	0.08058	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
77837	1103400	0.73569	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
77851	1120739	0.03793	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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77882	1118358	0.23757	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
77883	TBD	0.60133	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
77908	1120712	0.03608	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
77909	TBD	0.11241	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
77910	TBD	0.89088	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
77937	1120735	0.17508	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
77938	1120753	0.1188	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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77939	TBD	0.00073	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
77945	1103399	0.00106	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
77946	TBD	0.00683	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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77947	TBD	0.4972	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
77948	TBD	0.51422	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
77970	1105813	0.00125	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
77973	TBD	0.19352	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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78021	1118680	0.07541	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
78023	1120856	0.03379	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
78024	TBD	0.55426	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
78025	1120820	0.08009	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
78035	1118670	0.08315	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
78036	TBD	0.42136	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
78037	TBD	0.80202	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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78041	TBD	0.09281	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
78043	TBD	1.1472	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
78050	TBD	0.00232	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
78057	1127671	0.8092	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
78073	TBD	0.11868	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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78074	TBD	0.25745	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
78075	TBD	0.42135	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
78076	TBD	0.13369	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
78077	TBD	0.38243	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
78078	1120744	0.00747	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
78079	TBD	0.20812	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
78187	TBD	0.44295	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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78188	1120764	0.06764	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
78189	1120771	0.0513	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
78200	1120768	0.57142	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
78201	1120776	0.05127	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
78202	1120749	0.02002	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
78203	1120750	0.14644	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
78204	1120773	0.02577	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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78206	1120845	0.07007	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
78207	TBD	0.25095	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
78229	1120818	0.33245	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
78243	TBD	0.15378	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
78244	TBD	0.41267	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
78276	TBD	0.6426	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
78277	TBD	0.18745	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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78280	1120715	0.0622	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
78281	1120775	0.11144	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
78282	JV4310, 1120847	0.03681	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
78318	888994	0.99693	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
78319	OM6657, 1127670	0.62362	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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78473	888996, Camp Rock Rd	0.001	Primitive Road: Primary	Motorized	Street Legal	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
78483	1127662	0.52495	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
78806	TBD	0.73547	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
78828	TBD	0.49751	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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79222	TBD	0.00222	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
79263	TBD	0.25594	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
79264	1118682	0.68956	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
79265	1120751	0.09541	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
79266	TBD	0.24381	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
79267	1120770	0.25529	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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79268	1120774	0.0274	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
79277	1120840	0.18724	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
79368	TBD	0.13449	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
79369	TBD	0.05617	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
79370	TBD	0.03127	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
79371	TBD	0.63986	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
79372	TBD	0.49646	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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79373	1120724	0.06119	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
79374	TBD	0.08166	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
79376	TBD	0.73163	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
79514	TBD	0.54155	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
79527	Boone Road	1.65498	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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79529	1120727	0.06627	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
79530	TBD	0.05417	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
79531	1120843	0.12213	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
79532	1120846	0.01499	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
79533	1120850	0.33896	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
83360	JV3542, 118047	0.00204	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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83364	JV3542, 115338	0.05062	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
83366	JV3542	0.18957	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
83396	115431	0.00706	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
85622	114858	0.07146	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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85623	OM7381, 114858	0.13138	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
85624	OM7381, 114858	0.10198	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
85625	114858	0.11743	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
85626	OM7381, 114858	0.10726	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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85627	114858	0.54966	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
85628	114858	0.14875	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
85629	OM7381, 114858	0.11726	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
85630	114858	0.00051	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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85633	OM7394, 114858	0.46184	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
85637	OM7387, 114858	0.5051	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
85644	114858	0.07549	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
85645	114858	0.03361	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
85646	114858	0.03553	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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85647	OM7381, 114858	3.09804	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
85663	114858	0.06166	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
85673	OM7387, 114858	0.27177	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
85674	OM7387, 114858	2.12779	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
85679	114858	0.61403	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
85680	OM7398, 114858	0.56978	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
85755	1074632	1.24443	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
85756	1074681	0.88067	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
85769	1074898	0.03648	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
85770	1074899	0.02922	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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85771	1074900	0.06504	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
85772	1074901	0.08212	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
85774	1074904	0.11476	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
85789	1074920	0.15371	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
85790	OM7350, 1074921	0.05251	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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85791	OM7350, 1074922	0.07442	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
85792	1074924	1.15788	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
85793	OM7350, 1074925	0.04722	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
85794	OM7350A, 1074926	0.06049	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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85795	1074927	0.00992	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
85796	1074928	0.05061	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
85797	OM7350, 1074929	0.04506	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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85798	OM7350, 1074930	0.02933	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
85799	OM7350, 1074931	0.127	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
85800	1074932	0.07618	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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85801	OM7350, 1074933	0.02946	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
85802	1074934	0.0264	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
85803	OM7350, 1074935	0.04767	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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85804	1074936	0.03667	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
85805	1074937	0.07566	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
85806	1074938	0.04166	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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85807	OM7350, 1074939	0.07583	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
85808	1074940	0.03988	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
85809	1074941	0.02428	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
85810	1074942	0.16022	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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85811	1074943	0.03553	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
85812	1074944	0.20882	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
85813	1074945	0.02365	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
85814	1074946	0.01201	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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85815	1074947	0.05656	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
85816	1074948	0.05492	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
85817	1074949	0.0302	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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85818	1074950	0.01918	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
85819	1074951	0.00706	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
85820	OM7350, 1074952	0.05266	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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85821	1074953	0.05129	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
85822	1074954	0.05706	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
85823	1074955	0.01361	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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85824	1074956	0.03883	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
85825	1074957	0.07716	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
85826	1074958	0.15052	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
85827	1074959	0.05509	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
85828	OM7350, 1074960	0.15588	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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85829	1074962	1.17251	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
85830	OM7350, 1074963	0.07477	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
85831	1074964	0.03212	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
85832	1074965	0.03459	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
85833	OM7350, 1074966	0.04784	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
85834	OM7350G, 1074967	0.084	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
85835	1074968	0.02511	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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85836	1074969	0.03298	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
85837	1074970	0.02827	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
85838	1074971	0.17147	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
85839	1074973	0.44422	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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85840	OM7350, 1074974	0.10638	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
85841	1074975	0.17848	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
85842	OM7350F, 1074976	0.12782	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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85843	OM7350, 1074977	0.01844	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
85844	1074978	0.09449	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
85845	OM7350, 1074979	0.22838	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
85846	OM7350, 1074980	0.16633	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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85847	1074981	0.08376	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
85848	1074982	0.05283	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
85849	1074983	0.22019	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
85850	OM7350, 1074984	0.07105	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
85851	1074985	0.07584	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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85852	OM7350, 1074986	0.03204	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
85853	1074987	0.0699	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
85854	1074988	0.11702	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
85855	1074990	0.03216	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
85856	1074991	0.04946	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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85857	1074992	0.0235	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
85858	1074993	0.032	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
85859	1074994	0.127	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
85861	1074997	0.11332	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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85862	OM7350, 1074998	0.06015	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
85863	1074999	0.04697	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
85864	OM7350, 1075000	0.14474	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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85865	1075002	0.03361	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
85866	1075003	0.05158	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
85867	1075005	0.03035	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
85868	1075006	0.02405	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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85869	1075007	0.20476	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
85870	1075008	0.01476	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
85871	1075010	0.04852	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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85872	OM7350, 1075011	0.25505	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
85873	OM7350, 1075012	0.02274	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
85874	1075013	0.05967	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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85875	1075014	0.06279	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
85876	1075015	0.05998	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
85877	1075016	0.06473	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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85878	1075017	0.07207	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
85879	OM7350, 1075018	0.06001	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
85880	1075019	0.0136	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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85881	1075020	0.04981	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
85882	1075021	0.01193	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
85883	1075022	0.06277	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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85884	1075023	0.12511	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
85885	OM7350, 1075024	0.01371	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
85886	OM7350, 1075025	0.00816	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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85887	OM7350, 1075026	0.06858	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
85888	1075027	0.05626	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
85889	1075028	0.06891	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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85890	1075029	0.23015	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
85891	OM7350, 1075030	0.45477	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
85892	1075031	0.07083	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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85893	OM7350, 1075032	0.12617	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
85894	1075033	0.16619	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
85895	OM7350, 1075034	0.18088	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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85896	1075035	0.19337	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
85897	1075036	0.28375	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
85898	1075037	0.00955	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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85899	OM7350, 1075038	0.06254	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
85900	1075039	0.17567	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
85901	1075040	0.03728	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
85902	1075041	0.137	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
85903	1075042	0.03022	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
85904	1075043	0.11146	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
85905	OM7350, 1075044	0.15202	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
85906	1075045	0.15091	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
85907	1075046	0.10113	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
85908	1075047	0.1508	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
85909	1075048	0.09168	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
85910	1075049	0.17082	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
85912	OM, 1075051	1.42203	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
85913	OM7350, 1075052	0.38222	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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85914	1075053	0.04659	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
85915	OM7350, 1075054	0.01946	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
85918	1075057	0.00033	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
85924	1075063	1.07332	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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85958	1075097	0.00116	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
85964	1075103	0.03077	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
85965	1075104	0.0006	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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85966	OM7360, 1075105	1.10495	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
85967	1075106	0.07848	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
85969	1075109	0.08645	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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85970	1075111	0.05282	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
85971	1075112	0.05385	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
85972	1075114	0.03353	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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85973	1075115	0.09685	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
85974	1075117	0.05513	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
85975	OM7350, 1075118	0.52923	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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85976	1075119	0.06853	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
85977	1075121	0.02512	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
85978	1075122	0.24446	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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85979	OM7350, 1075123	0.00912	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
85980	OM7350, 1075124	0.03644	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
85981	1075126	0.01913	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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85982	1075128	0.01014	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
85983	1075129	0.03077	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
85984	1075132	0.09048	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
85985	1075133	0.13174	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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85986	1075134	0.01254	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
85987	OM7350, 1075138	0.21821	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
85988	1075139	0.07471	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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85989	1075140	0.04241	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
85990	1075141	0.02783	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
85991	1075143	0.02413	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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85992	1075144	0.03068	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
85993	1075145	0.00459	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
85994	OM7350, 1075147	0.146	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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85995	1075148	0.0003	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
85996	1075149	0.02256	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
85997	1075150	0.07592	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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85998	1075153	0.00301	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
86000	1075156	0.08314	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
86001	1075157	0.07047	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
86002	1075159	0.08683	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
86009	1075166	0.08461	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
86010	1075167	0.15274	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
86013	1075170	0.38872	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
86019	OM6635, 1075176	7.60683	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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86045	1075202	0.00072	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
86051	OM7383, 1075208	0.93092	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
86055	OM6635, 1075212	1.69579	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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86062	1075219	0.02478	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
86065	1075222	0.00038	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
86066	1075223	0.00062	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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86067	OM7360A, 1075224	0.01921	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
86068	1075225	0.06902	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
86069	1075226	0.00236	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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86070	OM7351, 1075227	0.07939	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
86071	OM7360, 1075228	0.11535	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
86072	OM7360, 1075229	0.02455	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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86073	1075230	0.07448	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
86074	OM7360, 1075231	0.0356	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
86075	OM7360, 1075232	0.01095	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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86076	OM7360, 1075233	0.03946	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
86077	OM7360B, 1075234	0.06305	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
86078	OM7360, 1075235	0.03345	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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86079	1075236	0.02364	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
86080	1075237	0.03847	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
86081	1075238	0.03085	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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86082	OM7350, 1075239	0.13576	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
86085	1075242	0.08637	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
86086	OM7360, 1075243	0.06683	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
86087	1075244	0.16971	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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86088	1075245	0.05638	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
86122	1075279	0.52858	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
86123	OM7350, 1075280	0.16116	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
86133	1075290	0.07924	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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86135	1075292	0.00069	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
86136	OM7360, 1075293	0.05457	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
86137	OM7360C, 1075294	0.07217	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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86138	OM7385, 1075295	4.17561	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
86139	OM7360, 1075297	0.051	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
86142	OM7360, 1075300	0.05656	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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86143	OM7360, 1075301	0.02584	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
86144	OM7360D, 1075302	0.06791	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
86145	OM7350, 1075303	0.20383	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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86146	1075304	0.26529	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
86147	OM7350, 1075305	0.04657	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
86148	OM7360, 1075306	0.02837	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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86149	OM7360, 1075307	0.0933	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
86150	1075309	0.06078	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
86151	1075310	0.01311	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
86152	1075311	0.06341	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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86153	1075312	0.1132	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
86154	1075313	0.02137	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
86155	1075314	0.02237	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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86156	1075315	0.02236	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
86157	OM7359, 1075316	0.02719	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
86158	1075317	0.03903	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
86159	OM7355, 1075318	0.08086	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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86160	OM7360, 1075319	0.02643	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
86161	OM7360, 1075320	0.02212	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
86162	1075321	0.03596	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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86163	OM7359, 1075322	0.03919	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
86164	OM7360E, 1075324	0.04475	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
86165	OM7360E, 1075325	0.02171	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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86166	1075328	0.03334	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
86167	1075329	0.09961	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
86168	OM7360, 1075331	1.37395	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
86169	1075332	0.16063	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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86170	1075333	0.07607	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
86171	1075335	0.06088	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
86172	1075337	0.08672	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
86173	OM7362, 1075338	1.39069	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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86174	OM7361, 1075340	0.0477	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
86175	1075343	0.09773	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
86176	1075344	0.01641	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
86177	OM7361, 1075345	0.03737	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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86178	1075348	0.07003	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
86179	1075350	0.00119	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
86180	1075353	0.01429	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
86181	1075355	0.01183	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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86182	OM7350, 1075356	1.33453	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
86183	1075358	0.01208	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
86184	1075360	0.07803	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
86185	1075362	0.09395	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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86186	1075363	0.0402	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
86187	1075364	0.01528	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
86188	1075367	0.06666	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
86189	1075370	0.0535	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
86190	1075372	0.04759	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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86191	1075373	0.03756	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
86192	1075374	0.07564	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
86193	1075375	0.21513	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
86194	1075376	0.06443	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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86195	1075378	0.1067	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
86196	1075381	0.08284	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
86197	1075384	0.0693	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
86198	1075385	0.0478	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
86199	1075386	0.03067	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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86200	1075389	0.05142	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
86201	1075391	0.08066	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
86202	1075392	0.04915	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
86203	1075394	0.02824	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
86204	1075396	0.03504	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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86205	1075398	0.06279	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
86206	1075402	0.07644	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
86207	1075404	0.08032	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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86208	1075405	0.08474	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
86209	NR7350, 1075407	0.27044	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
86210	OM6635, 1075408	0.0343	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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86211	1075410	0.07905	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
86212	1075412	0.08972	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
86213	1075414	0.03423	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
86214	OM6635, 1075415	0.02562	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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86215	1075418	0.00787	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
86216	1075420	0.03064	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
86217	1075421	0.07669	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
86218	1075422	0.02882	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
86219	OM6635, 1075423	0.03001	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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86220	1075424	0.00055	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
86221	1075426	0.17443	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
86222	1075429	0.08137	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
86223	1075430	0.02432	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
86224	1075431	0.02836	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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86225	NR7360, 1075432	0.06219	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
86226	NR7360, 1075434	0.03741	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
86227	OM6635, 1075435	0.02579	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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86228	NR7360, 1075437	0.04143	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
86229	1075438	0.1205	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
86230	1075439	0.03253	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
86231	1075440	0.05749	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
86232	1075441	0.4261	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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86235	1075444	0.91265	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
86236	1075445	0.00055	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
86239	1075448	0.00345	Primitive Road: Primary	Motorized	Street Legal	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
86240	1127667	0.00046	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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86242	SV2642	0.72388	Primitive Road: Primary	Motorized	Street Legal	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
86243	TBD	0.42415	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
86245	1127667	0.10941	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
86246	TBD	0.23956	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
86247	TBD	0.37091	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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86248	TBD	0.05714	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
86249	1127667	0.15959	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
86250	TBD	0.08677	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
86251	1127667	0.38343	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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86252	1127667	0.0388	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
86253	1127667	0.85318	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
86337	1076243	0.00317	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
86339	OM7363, 1076245	0.12	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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86340	1076246	0.06941	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
86343	1076250	0.04136	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
86344	1076252	0.07421	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
86346	1076255	0.03603	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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86347	1076257	0.03293	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
86348	1076260	0.07876	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
86352	1076264	0.01442	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
86353	1076265	0.0343	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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86354	1076266	0.04181	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
86355	1076267	0.01519	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
86356	1076268	0.01367	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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86357	1076269	0.17698	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
86363	1076276	0.04785	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
86364	1076278	0.07698	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
86367	1076283	0.06914	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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86372	1076288	0.01384	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
86373	1076289	0.07584	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
86388	1076304	0.10036	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
86442	1076358	0.52332	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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86501	1076531	0.00026	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
86506	1076536	0.12613	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
86507	1076537	0.00143	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
86509	1127667	0.15464	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
86510	1127667	0.64327	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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86524	943824	0.00473	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
86525	OM7381, 114858	0.03196	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
86526	114858	0.00133	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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86527	114858	0.00066	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
86530	OM7387, 114858	0.24333	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
86531	114858	0.13195	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
86532	114858	0.13076	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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86535	114858	0.00156	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
86537	114858	0.01643	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
86538	OM7387, 114858	0.57572	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
86539	114858	0.21531	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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86540	114858	0.01977	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
86541	114858	0.0003	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
86542	114858	0.09403	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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86543	OM7381, 114858	0.03585	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
86544	114858	0.54404	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
86545	OM7381, 114858	0.36087	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
86546	114858	0.11444	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
86547	114858	0.01205	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
86548	114858	0.01416	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
86549	OM7391, 114858	0.74761	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
86646	1084658	0.31228	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
86824	NR7533, 1090262	0.09498	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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86825	NR7532, 1090263	0.19619	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
86826	1127663	0.02391	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
86827	1127663	0.47198	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
86828	1127663	0.43238	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
86829	1127663	1.79834	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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86830	1127663	0.04048	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
86831	1127663	0.06183	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
86832	1127663	0.0653	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
86833	1127663	0.08826	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
86834	1127663	0.19426	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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86835	1127663	0.24143	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
86836	TBD	0.00024	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
86837	1127663	0.15038	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
86838	1127663	0.12525	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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86839	1127663	0.63501	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
86840	1127663	0.00578	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
86848	OM6631, 1090288	0.25805	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
86850	OM6631, 1090290	0.92824	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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86851	1090291	0.46792	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
86852	1090293	0.00039	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
86853	1090295	0.01497	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
86855	1090298	0.26127	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
86856	1090299	0.08727	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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86857	1090300	1.18248	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
86858	1090311	0.05969	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
86859	1090313	0.06351	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
86860	1090314	0.03817	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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86861	1090316	0.05714	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
86862	1090318	0.06279	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
86863	1090319	0.04806	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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86864	1090321	0.06848	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
86865	1090322	0.06159	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
86866	OM6645, 1127661	2.85194	Primitive Road: Primary	Motorized	Competitive C	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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86871	1090344	0.03843	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
86872	1090346	0.06078	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
86873	1090349	0.06228	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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86874	1090351	0.06236	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
86875	1090353	0.04096	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
86876	1090356	0.0649	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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86877	1090359	0.03942	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
86878	1090362	0.07773	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
86879	1090364	0.08761	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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86917	889368, Powerline Rd	2.53868	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
86919	OM6600, 889368, Powerline Rd	1.90757	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
87101	1096789	1.00035	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
87106	1096794	0.47287	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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87124	1127667	0.87992	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87130	TBD	0.01341	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
87132	TBD	0.04227	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
87317	TBD	0.00928	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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87318	TBD	0.0078	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
87319	TBD	0.18037	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87323	TBD	0.64906	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
87326	1127667	0.00086	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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87361	1127667	0.00515	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
87364	1127667	0.00875	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
87366	1127667	0.05178	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87368	1127667	0.001	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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87370	1127667	0.13399	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87373	1127667	0.5162	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87375	OM6625, 1127667	0.20204	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87376	1127667	0.29499	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87378	1127667	0.33242	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87379	1127667	0.12187	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
87380	1127667	0.01273	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
87381	1127667	0.01783	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
87382	1127667	0.22752	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87383	1127667	0.01174	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
87384	1127667	0.12917	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87385	1127667	0.05426	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87386	1127667	0.01391	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
87387	1127667	0.05479	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
87389	1127667	0.06342	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
87390	1127667	0.07776	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87391	1127667	0.07699	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87392	1127667	0.03264	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87393	1127667	0.12625	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87394	1127667	0.05595	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
87395	1127667	0.02712	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87396	1127667	0.14811	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87397	1127667	0.01494	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87398	1127667	0.01696	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
87399	1127667	0.0602	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
87400	1127667	0.05549	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87401	1127667	0.03105	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87402	1127667	0.28346	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87403	1127667	0.15074	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87404	OM6623, 1127667	0.24404	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
87405	1127667	0.13211	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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87408	1127667	0.13237	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87409	1127667	0.15405	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87411	1127667	0.17479	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87412	1127667	0.21471	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87413	1127667	0.06065	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87414	1127667	0.2171	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87416	1127667	0.17087	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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87417	1127667	0.41758	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87418	1127667	0.10149	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87424	1127667	0.52738	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87425	1127667	0.79991	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87429	1127667	0.4527	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87438	1127667	0.00147	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
87439	1127667	0.00061	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
87440	1127667	0.3105	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87442	1127667	0.00572	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
87443	1127667	0.15305	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87445	1127667	0.02896	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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87446	1127667	0.01529	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87447	1127667	0.13753	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
87448	1127667	0.00165	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
87449	1127667	0.02392	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87450	1127667	0.01973	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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87451	1127667	0.02857	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87452	1127667	0.12658	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87454	1127667	0.03904	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87455	1127667	0.0004	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
87458	1127667	0.04716	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87459	1127667	0.00109	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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87460	1127667	0.13381	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87461	1127667	0.10409	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87462	1127667	0.17144	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87463	1127667	0.13522	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87467	1127667	0.26897	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87468	1127667	0.58088	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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87472	1127667	0.00898	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
87473	1127667	0.1667	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87476	1127667	0.24975	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87481	1127667	2.7E-05	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
87487	1127667	0.00032	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
87490	1127667	0.17765	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87491	1127667	0.04854	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87494	1127667	0.05109	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87495	1127667	0.01876	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87496	1127667	0.02086	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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87497	1127667	0.0795	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87500	1127667	0.06361	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87507	1127667	0.09981	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87509	1127667	0.10628	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87510	1127667	0.06439	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87511	1127667	0.07058	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87517	1127667	0.03243	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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87518	1127667	0.03019	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87519	1127667	0.04425	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87524	1127667	0.3068	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87527	1127667	0.02387	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87532	1127667	0.53938	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87543	1127667	0.25896	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
87549	1127667	0.00061	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
87550	1127667	0.07827	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87551	1127667	0.0281	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87552	1127667	0.50251	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87553	1127667	0.13602	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87554	1127667	0.51941	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
87555	1127667	0.07018	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87556	1127667	0.04278	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87557	1127667	0.02044	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87558	1127667	0.10659	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87559	1127667	0.07769	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87560	1127667	0.00074	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
87561	1127667	0.09344	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87562	1127667	0.03075	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87563	1127667	0.13823	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87564	1127667	0.03325	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87565	1127667	0.00885	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87566	1127667	0.00813	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87567	1127667	0.03473	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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87571	OM6605, 1127667	0.04781	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
87572	1127667	0.09184	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87573	1127667	0.06412	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87574	1127667	0.03967	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87575	1127667	0.05379	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87578	1127667	0.14434	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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87579	1127667	0.01553	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87580	1127667	0.22296	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87581	1127667	0.46786	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87582	1127667	0.15973	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87587	OM6605, 1127667	0.15753	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
87588	1127667	0.33862	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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87596	OM6623, 1127667	1.1014	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
87597	1127667	0.04986	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87598	OM6605, 1127667	0.09977	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
87599	OM6602, 1127667	0.66411	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
87600	OM6638	1.56249	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87602	1127667	0.12153	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87603	1127667	0.00842	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
87612	1127667	0.00416	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87621	1127667	0.00138	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
87628	1127667	0.00226	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
87631	1127667	0.0116	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
87643	1127667	0.00263	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
87658	OM6605, 1127667	0.22208	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
87659	1127667	0.50986	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87664	1127667	0.30011	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87682	1127667	0.24356	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87687	1127667	0.04113	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87693	1127667	0.20721	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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87694	1127667	0.50709	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87704	1127667	0.00136	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
87706	1127667	0.22161	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87708	1127667	0.46622	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87723	1127667	0.09182	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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87724	OM6603, 1127667	0.34329	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
87725	1127667	0.04576	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87726	1127667	0.01123	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87727	1127667	0.25597	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87728	1127667	0.02532	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
87729	OM6601, 1127667	1.50815	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
87730	1127667	0.0754	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87731	1127667	0.00161	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
87732	1127667	0.13326	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87733	1127667	0.25488	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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87735	1127667	0.00449	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
87736	1127667	0.0324	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87737	1127667	0.1518	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87738	1127667	0.02748	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87739	1127667	0.00044	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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87740	1127667	0.07289	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87741	1127667	0.10098	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87742	1127667	0.08709	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87743	1127667	0.10396	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87744	1127667	0.02991	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87745	1127667	0.11805	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87746	1127667	0.08079	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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87747	TBD	0.43529	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87748	1127667	0.11833	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87749	1127667	0.65927	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87750	1127667	0.15448	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87751	1127667	0.04173	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87752	1127667	0.07775	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87753	1127667	0.03911	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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87754	1127667	0.0942	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87756	OM6625, 1127667	3.95414	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
87757	1127667	0.55636	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87758	1127667	0.02311	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87759	1127667	0.1056	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87760	1127667	0.02194	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
87761	1127667	0.01645	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87762	1127667	0.19908	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87763	1127667	0.08322	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87764	1127667	0.14338	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87765	1127667	0.11957	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87766	1127667	0.05426	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87767	1127667	0.07374	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
87768	1127667	0.17158	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87769	OM6605, 1127667	2.682	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
87770	1127667	0.05294	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87771	1127667	0.15087	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87772	1127667	0.15168	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87773	1127667	0.26784	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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87774	1127667	0.93641	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87775	1127667	0.06837	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87776	OM6618, 1127667	5.17273	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
87777	1127667	0.52259	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87778	1127667	0.27	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87779	1127667	0.46723	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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87780	1127667	0.26432	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87781	1127667	0.02733	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87782	1127667	0.01433	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87783	1127667	0.05225	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87784	1127667	0.09574	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87785	1127667	0.03677	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87786	1127667	0.07028	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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87787	1127667	0.01833	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87788	1127667	0.10196	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87789	1127667	0.21107	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87790	1127667	0.13502	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87791	1127667	0.50151	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87792	1127667	0.03404	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87793	1127667	0.11213	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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87794	1127667	0.0505	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87795	1127667	0.01808	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87796	1127667	0.03899	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87797	1127667	0.23101	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87798	1127667	0.02783	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87799	1127667	0.02339	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87800	1127667	0.00777	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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87801	1127667	0.02232	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87802	1127667	0.02534	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87803	1127667	0.02339	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87804	1127667	0.04706	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87805	1127667	0.00832	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87806	1127667	0.02275	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87807	1127667	0.03096	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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87808	1127667	0.05682	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87809	1127667	0.01798	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87810	1127667	0.13792	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87811	1127667	0.07986	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87812	1127667	0.17733	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87813	1127667	0.19676	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87814	1127667	0.04302	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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87815	OM6617, 1127667	1.03368	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
87816	1127667	0.22133	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87817	1127667	0.26859	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87818	1127667	0.06045	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87819	1127667	0.10756	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87820	1127667	0.04352	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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87821	1127667	0.27786	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87822	1127667	0.07183	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87823	1127667	0.21154	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87824	1127667	0.69481	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87825	1127667	0.04716	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87826	OM66004, 1127667	2.10752	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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87827	1127667	0.00564	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87828	1127667	0.01579	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87829	1127667	0.0447	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87830	OM6605, 1127667	0.10085	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
87831	1127667	0.03483	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87832	1127667	0.03213	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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87833	1127667	0.08303	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87834	OM6605, 1127667	0.03271	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
87835	1127667	0.02882	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87836	1127667	0.08698	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87837	1127667	0.29182	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87838	1127667	0.36776	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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87839	OM6605, 1127667	0.03133	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
87840	1127667	0.02555	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87841	1127667	0.07433	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87843	OM6605, 1127667	0.02891	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
87845	1127667	0.26079	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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87846	1127667	0.35223	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87847	1127667	0.13843	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87848	1127667	0.26302	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87849	OM6635, 1127667	4.88496	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
87850	OM6645, 1127667	0.29707	Primitive Road: Primary	Motorized	Competitive C	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
87851	1127667	0.13581	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87852	1127667	0.25365	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87853	1127667	0.08699	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87854	1127667	0.08565	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87855	1127667	0.08407	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87856	OM6619, 1127667	1.0191	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
87857	1127667	0.9867	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
87858	1127667	0.39626	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87859	1127667	0.14402	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87860	1127667	0.46286	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
87863	OM6621, 1127667	0.71558	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
87864	1127667	0.34597	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87865	1127667	0.0408	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87866	1127667	0.13661	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87869	OM6628, 1127667	0.43389	Primitive Road: Primary	Motorized	Competitive C	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
87881	OM6635, 1127667	0.3492	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
87887	1127667	0.11179	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87888	1127667	0.16671	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87890	1127667	0.00055	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
87899	1127667	0.09192	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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87920	1127667	0.83642	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87921	1127667	0.08819	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87926	1127667	1.0507	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87927	1127667	0.00889	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87931	1127667	0.18658	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87932	1127667	0.0063	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
87933	OM	1.47886	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
87934	1127667	0.00986	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87935	1127667	0.04218	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87936	1127667	0.81158	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87938	1127667	0.05206	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87942	1127667	0.63003	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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87943	1127667	0.10772	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87947	1127667	0.08722	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87950	1127667	0.10429	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87951	1127667	0.12375	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
87952	1127667	0.34856	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87953	1127667	0.09797	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
87954	1127667	0.58911	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87955	OM6629, 1127667	3.47486	Primitive Road: Primary	Motorized	Competitive C	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
87956	1127667	0.28814	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87957	1127667	0.07222	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87958	1127667	0.96988	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87961	1127667	0.14399	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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87962	1127667	0.16323	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87965	OM	2.09034	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
87966	1127667	0.19089	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
87969	1127667	0.10762	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87970	1127667	0.38132	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
87971	OM, 1127667	0.2286	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
87972	1127667	0.34366	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87973	1127667	0.12488	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87974	1127667	0.1033	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87976	1127667	0.08342	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87977	1127667	0.05831	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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87978	1127667	0.04139	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87979	1127667	0.03656	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87980	1127667	0.65176	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87981	1127667	0.05647	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87982	1127667	0.26699	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87983	1127667	0.27846	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87984	1127667	0.12127	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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87985	OM, 1127667	0.39608	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
87986	1127667	0.03775	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87987	1127667	0.15198	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87988	1127667	0.15475	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87989	1127667	0.03083	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87990	1127667	0.03527	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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87991	1127667	0.02145	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87992	1127667	0.78938	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
87994	1127667	0.21597	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87996	OM7325, 1127667	0.82811	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
87997	1127667	0.03124	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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87998	1127667	0.07978	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
87999	1127667	0.0413	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88000	1127667	0.03174	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88001	1127667	0.03949	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88002	1127667	0.26024	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88003	1127667	0.29552	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88004	1127667	0.06442	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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88005	1127667	0.32688	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88006	1127667	0.66423	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88007	OM6627, 1127667	0.15476	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
88008	1127667	0.76385	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88009	1127667	0.1857	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88010	1127667	0.17713	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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88011	TBD	0.33601	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88012	1127667	0.0849	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88013	1127667	0.00038	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
88014	1127667	0.19382	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88015	1127667	0.01836	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88016	1127667	0.01246	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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88017	1127667	0.01264	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88018	1127667	0.38998	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88019	1127667	0.00056	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
88027	1127667	0.00067	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
88029	1127667	0.55461	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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88030	OM7327, 1127667	0.11212	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
88031	OM7327, 1127667	0.05747	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
88032	1127667	0.21875	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88033	1127667	0.07084	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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88036	1127667	0.00034	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
88037	1127667	0.00159	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
88045	1127667	0.04213	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88046	1127667	0.0008	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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88049	1127667	0.1168	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88059	1127667	0.04239	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88060	1127667	0.03876	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88061	1127667	0.4502	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88062	OM7327, 1127667	0.3301	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
88063	1127667	0.09552	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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88064	OM7327, 1127667	0.00762	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
88065	1127667	0.21524	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88066	1127667	0.59433	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88067	1127667	0.05077	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88068	1127667	0.022	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88069	1127667	0.05554	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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88070	1127667	0.02365	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88071	1127667	0.00662	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88072	1127667	0.02578	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88073	1127667	0.06934	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88074	1127667	0.40953	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88076	1127667	0.44783	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88077	1127667	0.0117	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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88078	1127667	0.01454	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88079	OM7327, 1127667	0.15178	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
88080	1127667	0.10754	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88081	TBD	0.50621	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88082	1127667	0.15215	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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88083	OM7327, 1127667	0.00965	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
88084	1127667	0.32688	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88085	1127667	0.03518	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88086	OM6627, 1127667	0.82172	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
88087	1127667	0.52801	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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88088	1127667	0.13844	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88089	1127667	0.453	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88090	OM7327, 1127667	0.07654	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
88091	1127667	0.15436	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88092	OM7327, 1127667	0.01297	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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88093	TBD	0.30657	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88094	1127667	0.4483	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88095	1127667	0.03738	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
88096	OM	0.89273	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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88097	1127667	0.11685	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
88098	OM7323, 1127667	1.38397	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
88099	1127667	0.26238	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88100	OM7327, 1127667	0.1375	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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88101	OM7327, 1127667	0.01848	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
88102	1127667	0.1652	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88103	OM7327, 1127667	0.00765	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
88104	OM7327, 1127667	0.00935	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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88105	1127667	0.04399	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88106	1127667	0.03311	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88107	OM7327, 1127667	0.01523	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
88108	TBD	0.41656	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88109	1127667	0.01549	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88110	1127667	0.00953	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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88111	1127667	0.35093	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88112	1127667	0.2013	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
88113	1127667	0.03857	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88114	1127667	0.04609	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88115	1127667	0.63831	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88116	1127667	0.33612	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
88117	1127667	0.54986	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88118	OM6635A, 1127667	0.28551	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
88119	1127667	0.18954	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88120	1127667	0.24671	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88121	1127667	0.03869	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88122	1127667	0.21449	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
88123	1127667	0.18915	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
88124	1127667	0.17028	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88125	1127667	0.22246	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88126	1127667	0.25927	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88127	1127667	0.03102	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88128	1127667	0.01719	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
88129	1127667	0.02438	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88130	TBD	0.19421	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88131	1127667	0.59065	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88132	1127667	0.01223	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88133	1127667	0.07831	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88134	1127667	0.16944	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88135	1127667	0.02084	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
88136	1127667	0.16123	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88137	1127667	0.18412	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88138	1127667	0.22552	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88139	1127667	0.30143	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88140	1127667	0.07484	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88141	1127667	0.08276	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88142	1127667	0.39458	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
88143	1127667	0.03584	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88144	TBD	0.21901	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88145	OM7325, 1127667	1.52898	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
88146	1127667	0.4446	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88147	OM6640, 1127667	3.6633	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
88148	TBD	0.43597	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88149	1127667	0.53486	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88150	1127667	0.03005	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88151	1127667	1.45304	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88152	OM6635A, 1127667	0.03513	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
88153	1127667	0.25645	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
88154	1127667	0.35588	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88155	1127667	0.27745	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
88156	1127667	0.03407	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88157	1127667	0.02397	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88158	1127667	0.07755	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88159	1127667	0.21707	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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88160	1127667	0.0174	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88161	OM6635A, 1127667	0.13957	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
88162	1127667	0.22958	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88163	1127667	0.01915	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88164	1127667	0.33926	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88165	1127667	0.02002	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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88166	1127667	0.82165	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88167	1127667	0.45752	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88168	1127667	0.16975	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88169	1127667	0.01964	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88170	1127667	0.16351	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88171	1127667	0.2458	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88172	1127667	0.06205	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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88173	1127667	0.08018	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88174	1127667	0.04838	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88175	1127667	0.76685	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88176	1127667	0.07475	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88177	1127667	0.06772	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88178	1127667	0.56829	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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88179	1127667	0.11818	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
88180	1127667	0.13922	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88181	1127667	0.03061	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88182	1127667	0.35246	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88183	1127667	0.22717	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88184	1127667	0.01919	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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88185	1127667	0.05936	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88186	TBD	1.19552	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88187	1127667	0.18225	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88188	1127667	0.06246	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
88189	1127667	0.03358	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88190	1127667	0.17089	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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88191	1127667	0.24395	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88192	1127667	0.03235	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88193	1127667	0.03067	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88194	1127667	0.03221	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88195	OM7327	0.73381	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
88196	1127667	0.08524	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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88197	1127667	0.15767	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88198	1127667	0.08937	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88199	1127667	0.00021	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
88201	1127667	0.66106	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88202	1127667	0.06456	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88204	1127667	0.0227	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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88205	1127667	0.37698	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88206	OM6627	1.09978	Primitive Road: Primary	Motorized	Competitive C	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
88207	1127667	2.05517	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88208	1127667	0.81068	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88209	1127667	0.03375	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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88210	1127667	0.58029	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
88211	1127667	0.00026	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
88214	1127667	0.04366	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
88215	1127667	0.04824	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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88217	1127667	0.32137	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88218	OM6630, 1127667	1.99102	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
88219	1127667	0.07673	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88221	1127667	0.00924	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88222	1127667	0.01972	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88223	1127667	0.04371	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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88224	OM6635, 1127667	3.27288	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
88225	1127667	0.14993	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88226	1127667	0.08916	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88229	1127667	0.21001	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88235	1127667	0.00021	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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88237	1127667	2.67729	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88238	1127667	0.16099	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88239	1127667	0.27507	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88240	1127667	0.08217	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88241	1127667	0.0068	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
88242	OM7349, 1127667	5.36523	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
88246	1127667	0.06165	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88248	1127667	0.10667	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88250	OM	0.33718	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
88251	1127667	1.23969	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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88252	1127667	1.9063	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88253	1127667	0.72458	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
88254	1127667	0.9448	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88255	OM6641, 1127667	1.40287	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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88256	1127667	0.00028	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
88257	1127667	1.79494	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
88258	1127667	0.0008	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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88259	OM, 1127667	0.30247	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
88261	1127667	0.1614	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
88262	TBD	1.32611	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
88264	1127667	0.19553	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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88265	1127667	0.3047	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
88266	1127667	0.38266	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88267	1127667	0.04482	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88268	1127667	0.09139	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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88269	1127667	0.34479	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
88270	1127667	0.24738	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88271	1127667	0.12067	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88272	1127667	0.26023	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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88273	TBD	0.00047	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
88274	1127667	0.02704	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
88275	1127667	0.08472	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
88276	1127667	0.0377	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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88277	1127667	0.4374	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
88278	1127667	0.07081	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88279	1127667	0.18199	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
88280	1127667	0.21288	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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88281	1127667	0.17821	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88282	1127667	0.38479	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88283	1127667	0.14729	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
88284	1127667	0.06977	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88285	1127667	1.19371	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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88286	1127667	0.22027	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
88287	1127667	0.09895	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
88288	1127667	0.50897	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88289	OM6640, 1127667	3.4889	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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88290	1127667	0.21082	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88291	1127667	0.09108	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88292	1127667	0.09879	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
88294	1127667	0.03061	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
88295	1127667	0.31334	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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88296	1127667	0.11612	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
88297	1127667	0.45131	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88298	1127667	0.0588	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88299	1127667	0.10588	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88300	1127667	0.00765	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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88301	1127667	0.37531	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
88302	1127667	0.37668	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
88303	1127667	0.825	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88304	1127667	0.04101	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88305	1127667	0.49918	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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88306	1127667	0.20274	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88307	1127667	0.46509	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
88308	OM7330, 1127667	3.19605	Primitive Road: Primary	Motorized	Competitive C	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
88309	TBD	0.32076	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88310	1127667	0.02535	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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88311	1127667	0.01999	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88315	OM7330, 1127667	2.76966	Primitive Road: Primary	Motorized	Competitive C	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
88317	1127667	0.10983	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88318	1127667	0.21838	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88319	1127667	0.03309	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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88320	OM7325, 1127667	2.38701	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
88321	1127667	0.01536	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88322	1127667	0.27011	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88325	1127667	0.40608	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88326	1127667	0.27126	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88327	1127667	0.17002	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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88328	1127667	0.5796	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88329	1127667	0.02504	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88330	1127667	0.04182	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88331	1127667	1.45831	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88332	OM7325, 1127667	0.03996	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
88333	1127667	0.48116	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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88334	1127667	0.08121	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88335	OM7325, 1127667	0.03358	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
88336	OM7526, 1127667	0.54838	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
88337	OM7525, 1127667	1.92107	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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88339	1127667	1.26351	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88341	1127667	0.92989	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88342	1127667	0.01393	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88343	1127667	0.01662	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88344	1127667	2.07658	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88345	1127667	0.0153	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88353	1127667	0.21079	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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88356	1127667	0.44325	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88357	1127667	0.00152	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
88363	1127667	0.00227	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
88366	OM7347, 1127667	2.34824	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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88368	1127667	0.00846	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88374	1127667	0.00088	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
88380	TBD	0.10398	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
88382	OM7349, 1127667	0.00062	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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88383	1127667	0.38558	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88384	1127667	1.16744	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88385	OM7349, 1127667	2.65667	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
88386	1127667	0.08353	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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88391	1127667	0.02554	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
88392	1127667	0.13078	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88394	1127667	0.79999	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88395	1127667	0.45939	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88397	1127667	0.14699	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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88398	OM6621, 1127667	0.91594	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
88399	1127667	0.20865	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88419	Harrod Road, 1101339, Harrod Road	0.0627	Primitive Road: Primary	Motorized	Street Legal	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
88434	1101365	0.13132	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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88435	1101367	0.00625	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
88436	1101368	0.15003	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88437	1101369	0.09622	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88438	OM6621, 1101371	0.18805	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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88441	1101374	0.0045	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
88444	OM6635, 1101377	0.45393	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
88445	1101379	2.50257	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88447	OM6621, 1101381	0.18808	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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88448	1101382	0.00494	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
88475	1101477	0.00615	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
88476	1101479	0.56703	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88485	1101583	0.05378	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88486	1101585	2.15019	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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88488	1101587	0.00026	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
88489	1101589	0.41174	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88535	1102884	0.9131	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88577	1102992	0.06238	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
88581	1102998	0.00049	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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88584	1103001	0.06246	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
88596	1103030	0.00034	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
88644	1103165	0.12541	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
88688	1103276	0.96935	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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88689	1103278	1.3964	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88730	1127667	0.39129	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88766	NR8435, 891241, Troy Rd	0.29358	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
88767	891241	0.61088	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88768	NR8435, 891241, Troy Rd	0.15914	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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88769	NR8430, 891241	0.41232	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
88770	NR8430, 891241	0.74039	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
88802	1105070	0.25237	Primitive Road: Primary	Motorized	Street Legal	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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88803	1105071	0.27545	Primitive Road: Primary	Motorized	Street Legal	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
88804	1105072	0.09633	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88805	1105073	0.72895	Primitive Road: Primary	Motorized	Street Legal	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
88806	NR1028, 1105074	0.85402	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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88812	1105080	0.01677	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
88813	1105081	0.76055	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
88814	1105082	0.01812	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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88815	1105083	1.01905	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
88816	1105084	0.01581	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
88817	1105085	0.00053	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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88818	1105086, HIST Route 66	1.88834	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
88820	NR8435, 1127667	3.93612	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
88821	NR8440, 1127667	0.24723	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
88822	NR8440, 1127667	0.30743	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
88823	NR8440B, 1127667	0.18311	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
88824	NR8435, 1127667	0.43144	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
88825	NR8435, 1127667	0.342	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
88826	NR8440A, 1127667	0.16678	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
88827	NR8440, 1127667	0.85175	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
88828	1105102	0.40066	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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88829	NR8415, 891241	0.42309	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
88830	891241	1.11025	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88831	891241	0.90521	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88832	932929	0.71913	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88833	932929	0.6678	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88834	932929	0.11312	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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88836	929320	0.32735	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
88837	929320	0.3163	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
88838	929320	0.07248	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88839	929320	0.08583	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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88840	929320	0.06333	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88842	NR8442, 1127667	0.14953	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
88843	NR8435, 1127667	0.90421	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
88862	1105832	0.03652	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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88863	NR8445, 1105833	0.13847	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
88864	1105834	0.01467	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
88865	1105835	0.01589	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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88866	1105836	0.08755	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
88867	NR8445, 1105837	2.71271	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
88868	NR8401, 1127667	0.53929	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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88871	NR8402, 1127667	0.22527	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
88874	1127667	0.02174	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88875	NR8401B, 1127667	0.09243	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
88876	NR8401, 1127667	0.16332	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
88877	NR8401B, 1127667	0.10579	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
88878	NR8401, 1127667	0.11894	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
88879	NR8403, 1127667	1.03129	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
88880	NR8407, 1127667	0.86641	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
88881	NR8401A, 1127667	0.30216	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
88882	1127667	0.11818	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88883	NR8401, 1127667	0.08531	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
88884	NR8401, 1127667	0.0326	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
88885	NR8403, 1127667	0.08331	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
88886	NR8401, 1127667	0.57056	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
88887	1127667	0.0617	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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88888	NR8405B, 1127667	0.07716	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
88889	NR8405B, 1127667	0.19531	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
88890	NR8405, 1127667	0.46838	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
88891	NR8405, 1127667	0.53924	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
88892	NR8401, 1127667	0.16453	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
88893	NR8405, 1127667	0.16346	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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88894	NR8405, 1127667	0.01884	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
88895	NR8405, 1127667	0.07236	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
88896	NR8405, 1127667	0.04589	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
88897	1127667	0.27809	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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88898	1127667	0.21853	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88900	NR8405, 1127667	0.10283	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
88901	NR8401, 1127667	0.16118	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
88902	NR8440, 1127667	0.54426	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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88903	NR8401, 1127667	0.49587	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
88904	1127667	0.33928	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
88905	NR8446, 1127667	2.27762	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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88906	NR8440, 1127667	0.12404	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
88907	NR8446, 1127667	0.2723	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
88908	NR8440, 1127667	0.06178	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
88909	1127667	0.08044	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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88910	NR8446, 1127667	0.12444	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
88911	NR8440, 1127667	0.08907	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
88912	1127667	0.17028	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88913	NR8440, 1127667	0.97505	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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88914	NR8444, 1127667	0.40725	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
88915	NR8440, 1127667	0.37756	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
88916	1127667	0.60606	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88925	1105914	0.0128	Primitive Road: Primary	Motorized	Authorized/Permitted	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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88926	1105916	0.01268	Primitive Road: Primary	Motorized	Authorized/Permitted	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
88927	1105917	0.11331	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
88928	1105918	0.00758	Primitive Road: Primary	Motorized	Authorized/Permitted	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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88929	1105921	0.00976	Primitive Road: Primary	Motorized	Authorized/Permitted	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
88930	1105922	0.03513	Primitive Road: Primary	Motorized	Authorized/Permitted	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
88931	1105923	0.06004	Primitive Road: Primary	Motorized	Authorized/Permitted	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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88932	1105924	0.03621	Primitive Road: Primary	Motorized	Authorized/Permitted	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
88933	1105941	0.0783	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
88934	1105942	0.02389	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
88935	1105943	0.08536	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
88936	1105954	0.57542	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88937	1105955	0.36336	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
88938	1105956	0.01793	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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88939	1105957	0.01631	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
88940	1105958	0.29411	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
88941	1105959	0.09828	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
88942	1105960	0.06893	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
88943	1105961	0.00763	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
88944	1105962	0.41403	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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88945	1105963	0.12104	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
88946	1105964	0.05868	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
88947	1105965	0.14524	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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88948	1105966	0.01375	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
88949	1105967	0.01262	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
88952	1105970	0.16605	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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88953	1105971	0.33603	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
88954	1105972	0.20784	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
88955	1105973	0.04201	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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88956	1105974	0.66179	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
88957	1105975	0.0256	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
88958	1105976	0.25261	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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88961	1105979	0.10504	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
88962	1105980	0.26988	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
88963	1105981	0.10101	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
88964	1105982	0.16294	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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89055	1106116	1.64891	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
89059	NR8462A, 1106120	0.03597	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
89060	1106121	0.07825	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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89061	NR8462A, 1106122	0.09101	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
89193	1107439	0.4364	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
89235	1107503	0.07341	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
89236	1107504	0.05394	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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89237	1107508	0.01652	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
89238	1107509	0.01279	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
89239	1107510	0.01622	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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89240	1107511	0.09042	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
89241	1107512	0.07401	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
89242	1107515	0.14036	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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89243	1107517	0.09057	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
89244	1107520	0.08781	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
89245	1107522	0.15047	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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89246	1107524	0.06967	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
89247	1107525	0.21689	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
89248	1107527	0.09581	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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89249	1107528	0.12509	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
89250	1107529	0.00115	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
89251	1107532	0.04858	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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89252	1107533	0.0153	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
89253	1107534	0.08094	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
89254	1107535	0.12613	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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89255	1107536	0.08369	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
89256	1107537	0.07892	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
89257	1107538	0.10563	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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89258	1107539	0.08463	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
89259	1107542	0.01195	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
89260	1107543	0.01379	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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89261	1107544	0.04086	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
89262	1107547	0.01514	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
89263	1107548	0.01429	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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89264	1107549	0.05174	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
89265	1107550	0.05762	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
89266	1107554	0.01219	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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89267	1107555	0.01041	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
89268	1107556	0.04599	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
89269	1107557	0.05129	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
89270	1107559	0.04062	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
89271	1107563	0.02658	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
89272	1107564	0.02002	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
89273	1107565	0.03982	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
89274	1107568	0.12557	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
89275	1107569	0.13398	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
89276	1107570	0.11158	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
89296	PC8620, 1108726	1.85102	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
89321	1110244	0.018	Primitive Road: Primary	Motorized	Authorized/Permitted	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
89322	1110245	0.01442	Primitive Road: Primary	Motorized	Authorized/Permitted	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
89323	1110247	0.05852	Primitive Road: Primary	Motorized	Authorized/Permitted	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
89324	1110248	0.11909	Primitive Road: Primary	Motorized	Authorized/Permitted	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
89325	1110249	0.11227	Primitive Road: Primary	Motorized	Authorized/Permitted	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
89326	1110259	0.02605	Primitive Road: Primary	Motorized	Authorized/Permitted	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
89327	1110261	0.03401	Primitive Road: Primary	Motorized	Authorized/Permitted	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
89328	1110262	0.1257	Primitive Road: Primary	Motorized	Authorized/Permitted	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
89329	1110264	0.1067	Primitive Road: Primary	Motorized	Authorized/Permitted	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
89330	1110266	0.05005	Primitive Road: Primary	Motorized	Authorized/Permitted	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
89331	1110267	0.03908	Primitive Road: Primary	Motorized	Authorized/Permitted	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
89332	NR8442, 1127667	0.71653	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
89333	1127667	0.14725	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
89334	1127667	0.03455	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
89335	1127667	0.01036	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
89336	1127667	0.12903	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
89337	1127667	0.08668	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
89338	1127667	0.04414	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
89339	NR8540, 1127667	0.10047	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
89340	NR8540, 1127667	0.08307	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
89415	1110747	0.07626	Primitive Road: Primary	Motorized	Authorized/Permitted	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
89417	NR8520, 1110749	0.63093	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
89418	1110750	0.03711	Primitive Road: Primary	Motorized	Authorized/Permitted	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
89419	1110753	0.00293	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
89420	1110755	0.02609	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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89421	1110757	0.00819	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
89422	1110758	0.05139	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
89423	1110759	0.12297	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
89424	1110761	0.14368	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
89425	NR8686, 1110762	0.10035	Primitive Road: Primary	Motorized	Authorized/Permitted	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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89426	1110764	0.00032	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
89427	1110768	0.15812	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
89428	NR8682, 1110771	0.14144	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
89443	1110787	0.01233	Primitive Road: Primary	Motorized	None	(c)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
89448	1110793	0.09619	Primitive Road: Primary	Motorized	Authorized/Permitted	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
89464	NR8540, 1110809	4.07299	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
89471	NR7560, 1110816	0.42696	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
89472	1110817	0.83411	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
89523	1110868	0.00269	Primitive Road: Primary	Motorized	None	(c)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
89554	1110899	0.01538	Primitive Road: Primary	Motorized	None	(c)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
89555	NR8534, 1110900	1.01866	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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89556	NR8535, 1110901	0.10261	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
89557	1110902	0.17051	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
89561	1110906	0.0975	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
89562	1110907	0.85616	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
89563	NR8535, 1110908	0.12193	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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89582	PC8689, 1110927	0.18017	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
89585	NR8539, 1110930	0.4082	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
89586	NR8539, 1110931	0.28254	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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89587	NR8530, 1110932	0.37344	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
89589	1110934	0.24795	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
89590	1110935	0.19405	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
89591	1110936	1.01511	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
89592	1110937	0.00028	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
89593	NR8530, 1110938	0.22379	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
89594	NR8685, 1110939	1.17204	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
89595	1110941	0.03814	Primitive Road: Primary	Motorized	Authorized/Permitted	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
89596	1110942	0.06493	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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89597	NR8543, 1110943	0.02786	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
89598	NR8543, 1110944	0.04864	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
89599	NR3042A, 1110945	0.02491	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
89600	PC8689, 1110946	0.24328	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
89601	1110947	0.03661	Primitive Road: Primary	Motorized	Authorized/Permitted	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
89602	1110948	0.01951	Primitive Road: Primary	Motorized	Authorized/Permitted	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
89603	1110950	0.02091	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
89604	1110951	0.04814	Primitive Road: Primary	Motorized	Authorized/Permitted	(d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
89605	NR3042A, 1110952	0.02485	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
89606	1110953	0.22452	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
89607	NR8543, 1110954	0.21822	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
89608	NR3042B, 1110955	0.138	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
89609	NR3042, 1110956	0.24564	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
89610	1110957	0.1162	Primitive Road: Primary	Motorized	None	(d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
89611	NR3042A, 1110958	0.07348	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
89612	NR3042A, 1110959	0.01523	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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89613	NR3042, 1110960	0.12502	Primitive Road: Primary	Motorized	None	(d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
89614	NR3042A, 1110961	0.01764	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
89615	NR3042, 1110962	0.01356	Primitive Road: Primary	Motorized	None	(d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
89616	NR3042, 1110963	0.08896	Primitive Road: Primary	Motorized	None	(d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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89617	NR8536, 1110964	0.38617	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
89618	1110965	0.01837	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
89619	PC8689, 1110966	0.04423	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
89620	1110967	0.04965	Primitive Road: Primary	Motorized	Authorized/Permitted	(d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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89621	PC8689, 1110968	0.27106	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
89622	NR3042C, 1110969	0.10127	Primitive Road: Primary	Motorized	Authorized/Permitted	(d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
89623	NR8535, 1110970	0.61669	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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89624	NR8535, 1110971	0.12515	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
89625	NR8536, 1110972	0.04694	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
89626	NR8536, 1110973	0.49323	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
89627	1110974	0.08618	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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89628	1110975	0.31266	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
89629	1110976	0.32041	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
89630	NR8543, 1110977	0.127	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
89631	NR8540, 1110980	0.17747	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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89632	NR8452, 1110981	0.1794	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
89634	NR3042D, 1110983	0.01528	Primitive Road: Primary	Motorized	Authorized/Permitted	(d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
89635	NR3042D, 1110984	0.01052	Primitive Road: Primary	Motorized	Authorized/Permitted	(d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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89636	1110986	0.01235	Primitive Road: Primary	Motorized	Authorized/Permitted	(d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
89637	1110987	0.06115	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
89638	NR8540, 1110988	0.69144	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
89639	1110989	0.0138	Primitive Road: Primary	Motorized	Authorized/Permitted	(d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
89640	1110991	0.01284	Primitive Road: Primary	Motorized	Authorized/Permitted	(d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
89641	PC8689, 1110992	0.24276	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
89642	1110993	0.01341	Primitive Road: Primary	Motorized	Authorized/Permitted	(d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
89643	NR8535, 1110994	0.73464	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
89644	1110995	0.01613	Primitive Road: Primary	Motorized	Authorized/Permitted	(d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
89645	NR7481, 1110996	1.80949	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
89646	1110997	0.94447	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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89647	1110998	0.11132	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
89648	NR8542, 1110999	0.46198	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
89649	1111000	0.23517	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
89650	NR8452, 1111001	0.77467	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
89651	1111002	0.00033	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
89652	NR8542, 1111003	0.27771	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
89653	NR8542, 1111004	0.48028	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
89654	NR3081, 1111005	0.43777	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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89655	NR3081, 1111006	0.52909	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
89656	1111007	0.01296	Primitive Road: Primary	Motorized	Authorized/Permitted	(d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
89657	1111008	0.01048	Primitive Road: Primary	Motorized	Authorized/Permitted	(d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
89658	NR8540, 1111009	0.01487	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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89659	NR8540, 1111010	0.13065	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
89660	1111011	0.62217	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
89661	NR3042D, 1111012	0.128	Primitive Road: Primary	Motorized	Authorized/Permitted	(d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
89662	NR3042D, 1111013	0.01358	Primitive Road: Primary	Motorized	Authorized/Permitted	(d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
89663	NR3042, 1111014	0.22168	Primitive Road: Primary	Motorized	None	(d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
89664	NR3042D, 1111015	0.01174	Primitive Road: Primary	Motorized	Authorized/Permitted	(d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
89665	1111016	0.01054	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
89666	1111017	0.00981	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
89667	NR8540, 1111018	0.99923	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
89668	NR3042, 1111019	0.01639	Primitive Road: Primary	Motorized	None	(d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
89669	1111020	0.01553	Primitive Road: Primary	Motorized	Authorized/Permitted	(d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
89670	1111021	0.04412	Primitive Road: Primary	Motorized	Authorized/Permitted	(d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
89671	NR3042, 1111022	0.01748	Primitive Road: Primary	Motorized	None	(d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
89672	1111023	0.01164	Primitive Road: Primary	Motorized	Authorized/Permitted	(d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
89673	1111024	0.02255	Primitive Road: Primary	Motorized	Authorized/Permitted	(d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
89674	PC8689, 1111025	0.2583	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
89675	1111026	0.55051	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
89676	NR8520, 1111027	0.95529	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
89677	1111031	0.01367	Primitive Road: Primary	Motorized	Authorized/Permitted	(d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
89678	1111032	0.01771	Primitive Road: Primary	Motorized	Authorized/Permitted	(d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
89679	1111033	0.01437	Primitive Road: Primary	Motorized	Authorized/Permitted	(d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
89680	1111034	0.02008	Primitive Road: Primary	Motorized	Authorized/Permitted	(d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
89681	1111035	0.01269	Primitive Road: Primary	Motorized	Authorized/Permitted	(d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
89682	NR3042, 1111036	0.17159	Primitive Road: Primary	Motorized	None	(d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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89683	1111037	0.01441	Primitive Road: Primary	Motorized	Authorized/Permitted	(d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
89684	1111038	0.01618	Primitive Road: Primary	Motorized	Authorized/Permitted	(d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
89685	PC8689, 1111039	0.09828	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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89686	NR3042, 1111040	0.01717	Primitive Road: Primary	Motorized	None	(d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
89687	1111041	0.01622	Primitive Road: Primary	Motorized	Authorized/Permitted	(d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
89688	1111042	0.00511	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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89689	NR8540, 1111043	1.44794	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
89691	1111045	0.0125	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
89692	PC8625, 1111046	0.17935	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
89693	PC8689, 1111047	0.09435	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
89694	NR3042, 1111048	0.12744	Primitive Road: Primary	Motorized	None	(d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
89695	NR3042, 1111049	0.01237	Primitive Road: Primary	Motorized	None	(d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
89698	1111052	0.01542	Primitive Road: Primary	Motorized	Authorized/Permitted	(d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
89699	1111053	0.01207	Primitive Road: Primary	Motorized	Authorized/Permitted	(d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
89700	1111054	0.01189	Primitive Road: Primary	Motorized	Authorized/Permitted	(d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
89701	NR8540, 1111055	0.74199	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
89702	1111056	0.32724	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
89703	NR8451, 1111057	0.00713	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
89704	NR3042, 1111058	0.10388	Primitive Road: Primary	Motorized	None	(d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
89705	1111061	0.0351	Primitive Road: Primary	Motorized	Authorized/Permitted	(d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
89706	1111064	0.02185	Primitive Road: Primary	Motorized	Authorized/Permitted	(d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
89707	1111065	0.00311	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
89708	1111066	0.00652	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
89709	1111067	0.06012	Primitive Road: Primary	Motorized	Authorized/Permitted	(d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
89710	1111068	0.04522	Primitive Road: Primary	Motorized	Authorized/Permitted	(d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
89717	1111075	0.16358	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
89719	PC8540, 1111078	0.45755	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
89720	NR8540, 1111079	0.84247	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
89723	NR7481, 1111082	0.53023	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
89731	NR8540, 1111091	0.96526	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
89732	NR8520, 1111092	0.77832	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
89733	NR8520, 1111093	0.23954	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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89734	1111095	0.01373	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
89735	1111097	0.01302	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
89736	1111098	0.04276	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
89737	NR8540, 1111099	1.51213	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
89742	1111104	0.23679	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
89743	1111105	0.47691	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
89744	NR8550, 1111106	0.45337	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
89745	1111107	0.00027	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
89746	1111108	0.00434	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
89748	1111110	0.00023	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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89751	1111114	0.00101	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
89752	NR8550, 1111115	0.94326	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
89757	NR8540, 1111121	0.50083	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
89758	NR8535, 1111122	0.22896	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
89759	1111123	0.00039	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
89760	NR8529, 1111126	0.17006	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
89761	NR8513, 1111127	0.06655	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
89762	NR8550, 1111128	0.02723	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
89764	1111130	0.00158	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
89771	NR8550, 1111142	0.26693	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
89772	NR8529, 1111143	0.32374	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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89773	NR8535, 1111144	0.10528	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
89774	NR8550, 1111145	1.18182	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
89775	NR8535, 1111146	0.14391	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
89776	1111147	0.39736	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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89777	NR7473, 1111148	0.67428	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
89778	NR7473, 1111149	0.48944	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
89783	1111155	0.07757	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
89789	1111161	0.00239	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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89798	1111170	0.03233	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
89818	1111190	0.00861	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
89826	1111303	0.12139	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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89939	NR8540, 1127667	0.44615	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
89940	NR8540, 1127667	0.14818	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
89941	1127667	0.02529	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
89942	NR8540, 1127667	0.01758	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
89943	1127667	0.07382	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
89944	1127667	0.08087	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90028	891241	0.66534	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90029	NR8416, 891241, Troy Rd	1.43775	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
90030	NR8410, 891241	0.86779	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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90031	891241	0.15926	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90032	1112624	0.05069	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90033	1112625	0.02824	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90034	1112626	0.06776	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90035	1112627	0.07149	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90036	1112628	0.08664	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90037	1112629	0.02563	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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90038	1112630	0.0382	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90039	1112631	0.01769	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90049	1113432	0.04065	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90050	1113433	0.25052	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90051	1113434	0.02192	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90052	1113435	0.02855	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90053	1113436	0.0278	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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90054	1113437	0.03446	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90055	1113438	0.26794	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90056	1113439	0.025	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90057	1113440	0.0147	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90058	1113441	0.01579	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90059	1113442	0.03581	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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90060	NR7530, 1113455	0.66462	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
90061	1113456	0.16501	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90062	1113457	0.23318	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90063	1113458	0.14538	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90064	NR7532, 1113459	0.32082	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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90065	NR7532, 1113460	0.32574	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
90066	NR7530, 1113461	0.03692	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
90067	1113462	0.09116	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90068	NR7534, 1113463	0.18929	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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90069	NR7530, 1113464	0.04282	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
90070	NR7530, 1113465	0.11744	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90071	NR7534, 1113466	0.01011	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
90072	NR7530, 1113467	0.15489	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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90073	NR7530, 1113468	0.06571	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
90074	NR7534, 1113469	0.05632	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90075	NR7534, 1113470	0.02382	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90076	NR7534, 1113471	0.06321	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90077	NR7531, 1113472	0.09365	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90078	NR7531, 1113473	0.06592	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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90079	NR7534B, 1113474	0.09138	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90080	NR7534, 1113475	0.04113	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90081	1113476	0.15292	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90082	NR7531A, 1113477	0.03925	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90083	1113478	0.0716	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90084	1113479	0.06932	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90085	1113480	0.17596	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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90086	1113481	0.02277	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90087	1113482	0.09268	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90088	1113483	0.05534	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90091	1127667	0.37804	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90092	1127667	0.0293	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90093	1127667	0.07544	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90097	1127667	0.48838	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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90101	1114234	0.0225	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90102	1114235	0.28178	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90103	1114236	0.74789	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90105	1114240	0.02901	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90106	1114241	0.0546	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90107	1114242	0.04499	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90108	1114243	0.15089	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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90109	1114244	0.42664	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90110	1127667	0.05224	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90111	1127667	0.97163	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90112	1127667	0.01573	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90113	1127667	0.04184	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90114	1127667	0.24592	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90115	1114253	0.87625	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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90117	1127667	0.46544	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90118	1127667	0.84514	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90119	1127667	0.01645	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90120	1127667	0.03659	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90121	1127667	0.04351	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90122	1127667	0.0729	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90123	1127667	0.0167	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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90124	1127667	0.00804	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90125	1127667	0.48493	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90126	1127667	0.61066	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90129	1127667	0.1518	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90135	1127667	0.37607	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90136	1127667	0.60565	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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90138	1127667	0.00115	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
90146	1127667	0.36398	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90147	1127667	0.03908	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90148	1127667	0.01512	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90149	1127667	0.01935	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90150	1127667	0.0082	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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90151	1127667	0.02538	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90152	1127667	0.34284	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90156	1127667	0.15366	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90157	NR8401, 1127667	0.14246	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
90158	1127667	1.01691	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90159	1127667	0.74236	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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90160	1127667	0.40972	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90161	1127667	0.25236	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90162	1127667	0.65939	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90163	1127667	0.06905	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90164	1127667	0.27501	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90165	1127667	0.43619	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90166	1127667	0.46562	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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90167	1127667	0.26391	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90171	1127667	0.21392	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90172	NR8420, 888998	0.03982	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
90173	NR8420, 888998	0.85833	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
90174	888998	0.04548	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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90175	888998	0.06223	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90176	888998	0.02269	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90177	888998	0.04588	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90178	888998	0.08605	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90179	888998	0.08368	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90180	888998	0.02457	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90181	888998	0.25745	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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90182	888998	0.69893	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90247	1127663	0.20202	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90248	1127663	0.36473	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90249	1127663	0.4493	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90250	TBD	0.38105	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90251	1127663	0.05913	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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90252	1127663	0.03006	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
90253	1127663	0.03502	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
90254	1127663	0.06034	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90255	1127663	0.24828	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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90256	1127663	0.17108	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
90257	1127663	0.02371	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
90258	1127663	0.24536	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
90260	1127663	0.01705	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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90261	1127663	0.59483	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90262	1127663	0.02298	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90263	1127663	0.03275	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90265	1116265	0.50845	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90266	1116266	0.05763	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90267	1116267	0.00034	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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90268	1116268	0.22706	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90269	1116269	0.04522	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90270	1116270	0.00194	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
90282	1116282	0.06678	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90284	1116284	0.09924	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90285	1116285	0.13217	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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90286	1116286	0.07326	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90287	1116287	0.02334	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90288	1116288	0.05649	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90291	1116291	0.5258	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90292	1116292	0.80595	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90293	OM8414, 1116293	0.11514	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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90294	1116294	0.65804	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
90295	OM8414, 1116295	0.32451	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
90296	OM8414, 1116296	0.0797	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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90297	OM8414, 1116297	0.0688	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
90298	1116298	0.46967	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
90299	1116299	0.14291	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90300	1116300	0.06448	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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90301	OM8414, 1116301	0.37506	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
90302	1116302	0.13433	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90303	OM8414, 1116303	0.17257	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
90304	1116304	0.16022	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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90305	OM8414, 1116305	0.06341	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
90306	1116306	0.7478	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90307	1116308	0.32257	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90308	1116309	0.12913	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90309	1116310	0.16188	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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90310	OM8414, 1116311	0.77444	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
90311	1116312	0.15005	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90312	1116313	0.20321	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90313	1116314	0.46102	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90314	1116315	0.55213	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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90315	891245	0.21841	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
90316	891245	0.06006	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90317	891245	0.1415	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
90318	891245	0.01092	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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90319	891245	0.05407	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90320	891245	0.01243	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90321	891245	0.03648	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90322	891245	0.2791	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
90323	891245	0.09006	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90324	891245	0.05769	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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90325	891245	0.08532	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
90326	891245	0.0903	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
90327	891245	0.04837	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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90328	891245	0.0389	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
90329	891245	0.0373	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
90330	891245	0.04287	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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90331	891245	0.01207	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
90332	891245	0.14887	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
90333	891245	0.02518	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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90334	891245	0.05933	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
90335	891245	0.21458	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
90336	891245	0.21506	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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90337	891245	0.03855	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
90338	891245	0.1766	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
90339	891245	0.16447	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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90340	891245	0.13312	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
90341	891245	0.11807	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
90342	891245	0.03786	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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90343	891245	0.07387	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
90344	891245	0.18971	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
90345	1127667	0.01793	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90346	1127667	0.08964	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90347	1127667	0.02185	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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90348	1127667	0.0396	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90349	1127667	0.05096	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90350	1127667	0.07778	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90351	1127667	0.36126	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90352	1127667	0.40423	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90353	1127667	1.17605	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90354	1127667	0.04727	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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90355	1127667	0.07501	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90356	1127667	0.16598	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90357	1127667	0.67494	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90358	1127667	0.15358	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90359	1127667	0.92908	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90360	1127667	0.11018	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90361	1127667	0.81068	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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90362	1127667	0.34065	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90363	1127667	0.30309	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90364	1127667	2.20237	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90365	1127667	0.05499	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90366	1127667	0.07979	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90367	1127667	0.08205	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90368	1127667	0.08507	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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90369	1127667	0.14916	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90370	1127667	0.1406	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90371	1127667	0.58283	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90372	1127667	0.96719	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90373	1127667	1.34199	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90374	1127667	0.67299	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90375	1127667	0.20159	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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90376	1127667	0.28272	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90377	1127667	0.10554	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90378	1127667	0.40092	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90379	1127667	0.51339	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90380	1127667	0.11863	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90381	1127667	0.21266	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90382	1127667	0.41653	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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90383	1127667	0.67579	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90384	1117471	0.56514	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90386	1127667	0.59222	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90387	1127667	0.92549	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90393	NR7528, 1117486	0.48427	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90394	1117487	0.23679	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90395	1117488	0.27195	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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90398	1117503	0.07528	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90399	1117504	0.06381	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90400	1117505	0.00971	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90401	1117506	0.06393	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90402	1117507	0.08747	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90403	1117508	0.48704	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90404	1117509	0.39835	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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90405	1117510	0.39548	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90406	1117511	0.33787	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90407	1117512	0.13783	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90408	1117513	0.33237	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90409	1117514	0.29671	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90410	1117515	0.24275	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90411	1117516	0.66461	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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90412	1117517	0.50515	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90413	929320	0.09357	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90414	929320	0.36593	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
90415	929320	0.27843	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90416	929320	0.08266	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90417	929320	0.07668	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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90418	929320	0.04061	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90419	929320	0.05475	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90420	929320	0.02139	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
90421	929320	0.07493	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90422	929320	0.02902	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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90423	929320	0.01733	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
90424	929320	0.05246	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
90425	929320	0.0299	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90426	929320	0.21851	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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90427	929320	0.03292	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
90428	929320	0.01551	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
90429	929320	0.0042	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90430	929320	0.11512	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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90431	929320	0.02436	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90432	929320	0.02169	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90433	929320	0.03723	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90434	929320	0.01236	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90435	929320	0.06082	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90436	929320	0.21875	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90437	929320	0.02935	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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90438	932929	0.02372	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90439	929320	0.04612	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
90440	929320	0.21058	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90441	929320	0.14523	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90442	NR8429, 929320	0.30242	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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90443	929320	0.00025	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
90444	929320	0.11174	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90445	NR8429, 929320	0.20812	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
90446	929320	0.3942	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90447	929320	0.01791	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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90448	929320	0.34446	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90449	929320	0.13826	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90450	929320	0.17587	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90451	932929	0.25568	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90452	932929	0.58494	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90453	932929	0.36873	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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90467	954671	0.00942	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90471	1117845	0.03897	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
90480	1117862	0.06007	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
90486	1117868	0.05149	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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90490	1117872	0.80498	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90491	1117873	0.06647	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
90492	1117874	0.23464	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90493	1117875	0.29906	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90494	1117876	0.26824	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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90495	1117878	0.00718	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
90496	1117880	0.0953	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
90497	1117882	0.0108	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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90498	1117884	0.0118	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
90499	1117885	0.06846	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
90500	1117887	0.04378	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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90501	1117890	0.01922	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
90502	1117893	0.0136	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
90503	NR8400, 1117894	1.96401	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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90504	1117895	0.01337	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
90505	1117896	0.18637	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
90506	NR8400, 1117897	0.33673	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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90507	1117898	0.02467	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
90508	NR8406, 1117899	0.43666	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
90509	NR8406, 1117900	0.34652	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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90510	NR8407, 1117901	0.65979	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
90511	NR8407, 1117902	0.96495	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
90512	1117903	0.27371	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90513	NR8406, 1117904	0.80812	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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90514	1117905	0.03064	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
90515	1117906	0.22995	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
90516	1117907	0.01901	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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90517	1117908	0.01825	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
90518	1117909	0.09576	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
90519	1117910	0.17222	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
90520	1117911	0.09767	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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90521	1117912	0.06166	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90522	1117913	0.09132	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
90523	1117914	0.03056	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
90525	1117916	0.03815	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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90526	1117917	0.03215	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
90527	1117918	0.03129	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
90529	NR8408, 1117920	0.77819	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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90537	115509	0.00629	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
90563	115509	0.00187	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90587	888575	0.05138	Primitive Road: Primary	Motorized	Competitive C	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
90588	OM6639, 888575	0.45765	Primitive Road: Primary	Motorized	Competitive C	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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90589	OM6634, 888575	1.66753	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
90590	TBD	1.95467	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90633	929718	0.03994	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
90909	950982	0.00527	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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90965	890822	0.42528	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90966	890822	0.33107	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90967	890822	2.06028	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90968	890822	0.43959	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90969	890822	1.31694	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90970	890822	0.08211	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
90971	890822	0.15643	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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90972	890822	0.52694	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
96348	1150112	0.00023	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96525	PC8689, 1155711	0.09521	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96526	PC8623, 1155712	0.09832	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
96527	PC8623, 1155713	0.11067	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96528	PC8623, 1155714	0.06074	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96529	PC8623, 1155715	0.73712	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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96530	PC8621, 1155716	0.06911	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96533	PC8622, 1155719	0.0999	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96534	BL8562, 1155721	0.20276	Primitive Road: Primary	Motorized	Street Legal	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
96535	PC8620, 1155722	0.31097	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96536	PC8620, 1155723	0.33365	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96557	National Trails Hwy, 1155744, HIST Route 66	0.39765	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
96558	1155745	0.16817	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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96590	PC8630, 1156911	0.21066	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
102035	TBD	0.49121	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
112805	888574	0.10603	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
113018	891245	0.02369	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
113019	1127667	0.16198	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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113020	1127667	0.1647	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
113021	891245	0.02411	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
113022	891245	0.02686	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
113023	891245	0.00657	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
113024	891245	0.04416	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
113025	890822	0.03349	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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113322	NR7512, 1074632	0.19296	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
113323	1090263	0.13129	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
113324	1105161	0.43536	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
113325	1117517	0.44576	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
113326	1114253	0.26286	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
113327	1107439	0.01169	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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113328	1107550	0.02262	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
113329	1107550	0.05883	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
113330	1107556	0.01959	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
113331	1107557	0.00802	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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113332	1107557	0.00974	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
113333	1107557	0.00901	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
113334	1127667	0.00195	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
113335	1127667	0.02557	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
113336	1127667	0.04035	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
113337	1127667	0.04188	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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113338	NR8449, 1127667	0.20769	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
113339	1127667	0.16048	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
113342	1127667	0.03745	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
113343	1107565	0.01606	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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113344	1107566	0.01394	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
113345	1107566	0.01407	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
113346	1107566	0.04382	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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113347	1107566	0.00452	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
113348	1113457	0.11965	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
113349	1113485	0.18212	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
116305	TBD	0.0004	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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134519	Old CA-58	0.04999	Primitive Road: Primary	Motorized	Street Legal	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
137297	TBD	0.40186	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
137298	TBD	0.19253	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
137299	OM7389	0.65693	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
137300	OM7396	0.2379	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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137303	114858	0.14258	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
137304	114858	0.8123	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
137305	114858	0.13694	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
137306	OM7399	0.723	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
137307	OM7396	0.75681	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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137308	TBD	0.37771	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
137564	1047108	0.51486	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
137566	TBD	0.14112	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
137567	TBD	0.00141	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
137568	TBD	0.12395	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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137569	TBD	0.00576	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
137573	114858	0.00031	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
137574	TBD	1.17631	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
137575	TBD	0.34892	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
137576	TBD	0.23836	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
137577	TBD	0.983	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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137578	114858	0.00105	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
137580	TBD	0.07149	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
137583	TBD	0.48727	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
137584	TBD	0.00503	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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137585	TBD	0.00121	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
137587	TBD	0.00046	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
137590	TBD	0.16777	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
137592	114858	0.19302	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
137593	114858	0.00097	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
137594	OM7387, 114858	0.12516	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
137595	114858	1.11894	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
137596	TBD	0.54785	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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137597	TBD	0.00065	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
137601	114858	0.43414	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
137602	114858	0.02745	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
137603	OM7387, 114858	0.08805	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
137604	TBD	0.90246	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
137605	TBD	1.32758	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
137606	TBD	0.76704	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
137607	114858	0.22582	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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137609	1075055	0.02987	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
137610	OM7350, 1075057	0.0272	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
137614	OM7350, 1075097	0.13989	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
137615	114858	0.00044	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
137616	114858	0.01315	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
137618	114858	0.09968	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
137619	OM7381, 114858	0.14931	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
137620	TBD	0.00024	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
137621	TBD	0.22842	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
137622	TBD	0.12871	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
137623	TBD	0.15868	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
137624	1074995	0.87453	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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137625	114858	0.00219	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
137626	114858	0.00052	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
137627	114858	0.00399	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
137630	TBD	0.13119	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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137633	1074921	0.00177	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
137634	1074912	0.0301	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
138285	1127261, Pendleton Rd	0.00083	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
138286	1127261, Pendleton Rd	0.25627	Primitive Road: Primary	Motorized	Street Legal	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
138287	1047108	0.18796	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
138288	1047108	0.25265	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
138289	1075443	0.05686	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
138290	TBD	0.00873	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
138294	1047108	0.00045	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
138295	1127261, Pendleton Rd	0.00043	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
138296	1127261, Pendleton Rd	0.12817	Primitive Road: Primary	Motorized	Street Legal	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
138298	1047108	0.12599	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
138301	1127261, Pendleton Rd	0.14579	Primitive Road: Primary	Motorized	Street Legal	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
138302	1047897, Ramp	0.05743	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
138304	1127261, Pendleton Rd	0.00083	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
138305	1047897, Ramp	0.09634	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
138306	1127261, Pendleton Rd	0.16369	Primitive Road: Primary	Motorized	Street Legal	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
138307	1127261, Pendleton Rd	0.09013	Primitive Road: Primary	Motorized	Street Legal	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
138311	TBD	0.93496	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
138312	TBD	0.13622	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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138313	1075153	0.0003	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
138314	1075153	0.52779	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
138317	OM7381, 1075153	1.36649	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
138320	1075222	0.00486	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
138321	1075222	0.00406	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
138322	OM7360, 1075223	0.02617	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
138323	1075243	0.0008	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
138326	1075292	0.00594	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
138327	1075289	0.00771	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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138329	1075208	0.00037	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
138330	OM7350, 1075226	0.03176	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
138331	1075105	0.02869	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
138332	1075202	0.04521	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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138333	1075090	0.20781	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
138335	OM	0.6017	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
138337	1075063	0.00043	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
138338	1075203	0.02248	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
138339	1075211	0.05594	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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138340	1075212	0.0373	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
138341	OM7350, 1075148	0.00477	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
138342	1075178	0.06127	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
138344	OM7385, 1075295	4.25951	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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138345	1075295	0.00059	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
138347	1114243	0.01352	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
138348	1114239	0.08463	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
138349	1114236	0.18361	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
138350	1114235	0.05377	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
140029	1127667	0.0066	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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140030	1076536	0.00268	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
140047	TBD	1.37978	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
140048	TBD	1.2481	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
140049	TBD	0.12786	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
140050	TBD	1.03973	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
140051	1074894	0.01154	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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140056	1076259	0.10037	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
140058	1076249	0.02381	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
140060	1127667	0.0034	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
140062	OM7350, 1076248	0.28221	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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140063	TBD	0.4146	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
140067	TBD	0.00085	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
140068	TBD	0.00233	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
140069	TBD	0.00178	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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140070	TBD	0.00118	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
140071	TBD	0.00192	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
140075	1127667	0.06888	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
140078	TBD	0.97779	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
140081	1127667	0.0005	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
140082	1127667	0.03167	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
140083	1127667	0.05464	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
140085	1127667	0.00107	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
140086	OM6640, 1127667	0.02015	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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140087	TBD	0.00073	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
140088	TBD	0.12664	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
140089	TBD	0.00031	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
140090	TBD	0.17385	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
140091	TBD	0.52732	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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140092	TBD	0.11397	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
140093	TBD	0.14512	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
140095	1127667	0.03266	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
140096	1127667	0.03396	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
140097	1127667	0.05951	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
140098	OM7321, 1127667	0.65316	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
140099	OM7385, 1075295	1.21283	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
140100	TBD	2.58595	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
140101	TBD	0.0005	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
140102	1075295	0.00023	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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140103	TBD	0.58499	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
140104	TBD	0.69314	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
140105	TBD	3.02932	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
140106	TBD	0.7615	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
140107	TBD	0.37466	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
140108	TBD	0.32808	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
140109	TBD	0.20317	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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140110	TBD	2.15713	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
140111	TBD	1.26116	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
140112	TBD	0.1614	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
140113	TBD	1.55587	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
140114	TBD	0.95035	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
140115	TBD	1.04822	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
140116	1127667	0.49544	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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140330	1127667	0.00244	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
140331	TBD	1.5022	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
140332	TBD	0.92577	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
140333	TBD	3.25697	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
140334	TBD	0.58253	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
140335	TBD	0.09534	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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140336	TBD	2.58214	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
140337	TBD	0.15765	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
140338	TBD	0.61508	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
140339	TBD	0.9742	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
140340	TBD	0.96624	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
140341	1127667	0.00126	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
140342	1127667	0.06135	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
140343	1127667	0.04563	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
140344	1127667	0.08354	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
140345	1127667	0.00048	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
140346	1127667	0.15936	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
140347	1127667	0.0014	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
140348	1127667	0.0027	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
140349	1127667	0.1823	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
140350	1127667	0.01993	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
140351	1127667	0.00081	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
140353	1114291	0.32377	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
140354	1096807	0.02422	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
140355	1127667	0.10503	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
140357	1127667	0.06181	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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140358	1127667	0.19606	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
140359	TBD	0.69383	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
140360	TBD	0.13219	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
140361	TBD	0.59387	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
140362	TBD	0.1672	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
140363	TBD	0.3947	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
140364	TBD	0.93206	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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140366	1127667	0.03349	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
140369	1127667	0.01643	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
140370	OM, 1127667	0.01819	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
140371	1127667	0.02939	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
140376	1127667	0.00025	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
140379	1096794	0.00215	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
140380	TBD	0.00031	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
140381	1127663	0.02112	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
140382	1127663	0.00023	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
140383	1127667	0.00042	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
140385	TBD	0.15294	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
140386	TBD	0.1324	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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140387	TBD	0.00078	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
140388	1127663	0.23625	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
140389	TBD	0.00033	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
140390	1127667	0.0115	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
140391	1127667	0.02001	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
140392	1127667	0.04139	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
140393	1127667	0.03308	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
140394	1127667	0.01744	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
140396	1127667	0.16724	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
140397	1127667	0.51529	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
140398	1127667	0.03695	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
140399	1127667	0.00234	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
140400	1127667	0.0207	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
140402	1127667	0.0072	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
140404	1127667	0.00179	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
140405	1127667	0.00297	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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140406	1127667	0.0016	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
140407	1127667	0.01061	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
140408	TBD	0.46276	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
140409	1127667	0.00451	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
140410	1127667	0.00878	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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140411	1127667	0.01249	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
140413	1127667	0.00021	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
140414	1127667	0.04229	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
140415	1127667	0.0008	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
140416	1127667	0.00526	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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140417	OM6605, 1127667	0.00703	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
140418	1127667	0.0058	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
140420	1127667	0.00082	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
141001	1127667	0.06718	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
141002	TBD	1.01458	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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141003	1116272	0.47323	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
141004	1116298	0.00049	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
141006	1127667	0.03086	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
141007	1127667	0.00057	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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141009	1127667	0.00071	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
141010	TBD	0.80559	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
141011	TBD	1.04789	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
141012	TBD	0.00118	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
141013	1116270	0.2963	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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141014	1116267	0.07335	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
141015	1116269	0.00052	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
141016	1116283	0.04845	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
141017	OM6616, 1127667	1.05606	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
141018	1127667	0.10338	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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141020	1127667	0.00083	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
141024	1127667	0.001	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
141025	TBD	1.63794	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
141026	TBD	0.16815	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
141027	TBD	1.17529	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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141028	TBD	1.00456	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
141029	TBD	0.53708	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
141030	TBD	0.34357	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
141031	OM6618, 1127667	0.31569	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
141033	TBD	0.61836	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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141034	TBD	0.53475	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
141035	TBD	0.5752	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
141036	TBD	0.07418	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
141037	TBD	0.08497	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
141038	TBD	0.55354	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
141039	TBD	0.12039	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
141040	TBD	0.13441	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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141041	TBD	1.03483	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
141042	TBD	0.2369	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
141043	TBD	0.3505	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
141044	TBD	0.86803	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
141045	OM	1.20496	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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141046	TBD	0.59144	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
141047	TBD	1.78198	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
141048	TBD	0.58801	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
141049	TBD	0.6327	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
141050	TBD	0.10155	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
141051	TBD	0.20869	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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141052	TBD	0.99524	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
141055	TBD	1.68941	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
141056	OM6618	0.98899	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
141058	TBD	0.92823	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
141059	TBD	0.81832	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
141060	TBD	0.45953	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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141061	TBD	2.43891	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
141062	TBD	0.87294	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
141063	TBD	0.49348	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
141064	TBD	0.31306	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
141065	TBD	0.1587	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
141066	TBD	0.60302	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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141067	TBD	0.3683	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
141068	OM6655, 888994	1.65811	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
141069	OM6657	0.50593	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
141070	TBD	0.90876	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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141072	TBD	1.21548	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
141073	TBD	0.04238	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
141074	TBD	1.33665	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
141075	TBD	0.25605	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
141076	TBD	0.40525	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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141077	TBD	0.17213	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
141078	TBD	1.47762	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
141079	TBD	1.02621	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
141080	TBD	0.16028	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
141081	TBD	0.24847	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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141082	TBD	0.76376	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
141083	TBD	0.17874	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
141084	TBD	0.85328	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
141085	TBD	0.99862	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
141086	TBD	1.28174	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
141087	TBD	0.57694	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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141088	TBD	0.85003	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
141089	TBD	0.15546	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
141090	1127667	0.00089	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
141091	1127667	0.17514	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
141092	TBD	0.35109	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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141093	OM6623, 1127667	0.28763	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
141478	1127667	0.2262	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
141479	1127667	0.19674	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
141480	OM6625, 1127667	0.58986	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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141484	OM6625, 1127667	0.05704	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
141491	TBD	0.09624	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
141492	TBD	0.0032	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
141498	TBD	0.00024	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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141499	1101588	0.00295	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
141500	1101587	0.00873	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
141501	1101588	0.01878	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
141506	1090293	0.0482	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
141507	TBD	1.33654	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
141508	TBD	0.70261	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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141509	OM6632	0.54258	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
141510	TBD	0.14643	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
141511	TBD	0.22849	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
141512	TBD	0.24837	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
141513	TBD	0.07118	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
141514	TBD	0.4719	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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141515	TBD	0.05088	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
141516	TBD	0.18966	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
141517	TBD	0.47734	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
141518	TBD	0.36263	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
141519	TBD	0.08537	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
141520	TBD	0.33537	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
141521	TBD	0.35964	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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141522	OM6625, 1127667	0.11254	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
141523	1127667	0.00029	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
141524	OM6625, 1127667	0.0737	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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141526	OM6625, 1127667	0.07785	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
141527	1127667	0.05915	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
141528	OM6625, 1127667	0.0808	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
141529	1127667	0.04113	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
141530	OM6625, 1127667	0.06649	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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141531	1127667	0.00071	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
141533	1101386	0.05432	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
141537	1101383	0.01352	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
141538	1127667	0.38963	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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141539	OM6635, 1127667	0.12634	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
141540	OM6635, 1127667	0.00057	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
141541	OM6635, 1127667	0.18871	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
141543	1127667	0.03327	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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141544	TBD	1.94062	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
141545	TBD	1.31016	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
141546	TBD	0.06192	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
141547	1127667	0.08819	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
141548	OM6621, 1127667	0.12395	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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141550	OM6621, 1127667	0.18613	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
141551	1127667	0.13671	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
141553	1101382	0.22635	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
141554	1101366	0.12053	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
141555	1101366	0.07752	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
141558	1101368	0.0857	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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141560	1101364	0.02165	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
141561	1101380	0.01945	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
141563	OM6635, 1127667	0.02362	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
141675	TBD	0.09754	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
141676	TBD	0.37545	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
141677	TBD	0.07225	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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141678	1110955	0.00071	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
141681	1110934	0.00085	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
141682	1110937	0.08029	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
141683	NR8530, 1110938	0.11234	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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141685	NR8540, 1111099	0.38462	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
141687	NR8550, 1111135	0.14227	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
141688	1111143	0.00142	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
141689	NR8537	0.62932	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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141690	TBD	0.59795	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
141694	NR8685, 1110828	2.60025	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
141695	1110868	0.05233	Translinear Disturbance	Translinear Disturbance	None	(c)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
141698	1110753	0.0192	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
141699	1110748	0.01404	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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141807	1110867	0.01164	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
141808	NR8520, 1111027	1.13521	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
141809	1111027	0.00176	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
141810	NR3069, 1111120	0.26095	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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141812	NR8542, 1111000	0.07707	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
141814	TBD	0.05927	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
141815	NR3077	0.64484	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
141816	TBD	0.30435	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
141817	TBD	0.25448	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
141818	TBD	0.00051	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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141819	1111113	0.16463	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
141820	NR8531	1.86011	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
141821	NR3028A	0.1753	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
141822	NR3028	0.43528	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
141823	NR7560, 950977, Transmission Line Rd	1.71706	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
141824	950977, Transmission Line Rd	0.00094	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
141825	1107529	0.0114	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
141826	NR8445	6.1091	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
142576	TBD	0.00071	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
142611	TBD	0.04786	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
142613	TBD	0.05704	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
142615	TBD	0.06309	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
142796	TBD	0.00035	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
142802	TBD	0.00226	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
142812	TBD	0.19587	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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142813	TBD	0.01263	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
142815	TBD	0.05975	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
142816	TBD	0.12281	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
142817	TBD	0.15094	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
142818	TBD	0.14708	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
142819	TBD	0.14015	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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142829	TBD	0.08149	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
142830	TBD	0.16564	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
142831	TBD	0.23519	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
142833	TBD	0.01103	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
142834	TBD	0.15879	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
142836	TBD	0.02976	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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142838	TBD	0.02953	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
142841	TBD	0.03546	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
142926	North Side Road	0.12008	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
142928	TBD	0.29586	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
142931	1101474	0.00926	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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142954	1111081	0.00555	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
142955	NR7481, 1111114	0.01795	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
142957	NR8531, 1110907	0.24758	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
142958	NR8537	0.44506	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
142959	NR8538	0.30747	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
142960	NR8538, 1110931	0.08965	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
142961	NR3036B	0.26068	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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142962	NR8541	0.24684	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
142963	NR8541, 1110976	0.20332	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
142975	TBD	0.68831	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
142977	TBD	0.63356	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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142984	1102869	0.98718	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
142995	TBD	0.07805	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
142996	TBD	0.02329	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143002	TBD	0.14268	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143004	TBD	0.06285	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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143005	TBD	0.01493	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143006	TBD	0.08065	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143014	1103180	0.12534	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
143028	TBD	0.0861	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143030	SV2605	0.08298	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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143031	SV2605	0.03807	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
143032	SV2605	0.21568	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
143033	TBD	0.07548	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143034	TBD	0.13049	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143035	TBD	0.26071	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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143036	TBD	0.0419	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143037	TBD	0.15091	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143038	TBD	0.04801	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143039	TBD	0.3535	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143040	SV2604	1.04618	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
143041	SV2603	0.56527	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
143042	TBD	0.56956	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143043	SV2604	0.06028	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
143045	TBD	0.11699	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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143047	SV2601	0.65969	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
143048	SV2602	0.49337	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
143049	TBD	0.02995	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143050	TBD	0.13837	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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143060	TBD	0.00098	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
143079	TBD	0.032	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143086	TBD	0.22433	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143087	TBD	0.01631	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143088	TBD	0.03071	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143094	TBD	0.13747	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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143095	TBD	0.07248	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143096	TBD	0.07719	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143097	TBD	0.09856	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143105	TBD	0.07976	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143109	TBD	0.08876	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143120	1111081	0.2301	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
143121	1111110	0.0166	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
143122	NR7473, 1111107	0.02524	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
143123	NR8447	0.19607	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
143124	NR8439	0.23764	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
143125	NR8437	0.2544	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
143126	NR8437	0.88249	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
143127	NR8550, 1111103	0.53762	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
143129	1111002	0.35674	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143130	NR8455, 1110982	0.43022	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
143131	TBD	0.50003	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143135	TBD	0.1696	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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143137	1111161	0.06837	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143139	1111156	0.01676	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143140	1111160	0.03608	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143141	1111148	0.02852	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143142	1111149	0.00058	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
143147	HIST Route 66	1.493	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
143149	NR7481	0.37778	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
143150	NR7482	0.385	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
143151	NR7481	0.25979	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
143152	NR7481	0.1827	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
143153	NR7485	0.03916	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
143154	NR7486	0.06405	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
143155	NR7484	0.13862	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
143156	NR7483	0.2734	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
143157	TBD	0.3231	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
143158	NR7481	0.9645	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
143159	NR7488	0.11576	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
143160	NR7492	0.03296	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
143161	NR7491	0.02662	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
143162	NR7492	0.08025	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
143163	NR7492	0.01938	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
143164	NR7492	0.01326	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
143165	NR7493	0.14489	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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143166	NR7487	0.10513	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
143167	NR7491	0.05934	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
143168	NR7484	1.17749	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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143169	TBD	0.00021	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
143170	TBD	0.66151	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143171	NR8464	0.68619	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143172	TBD	0.01166	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143173	TBD	1.23626	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143174	TBD	0.01126	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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143175	TBD	0.23664	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143176	TBD	0.08045	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
143177	1127667	0.16699	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143178	NR8443	0.42665	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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143179	NR8447, 1127667	1.67736	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
143180	NR8441	0.27396	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
143181	NR8405	0.1297	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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143182	NR8405, 1127667	0.13562	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
143183	NR8405, 1127667	0.07012	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
143184	NR8405A	0.08087	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
143185	NR8409	0.15299	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
143186	NR8405A	0.07704	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
143187	NR8409	0.28279	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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143188	NR8405	0.14538	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
143189	NR8405D	0.19121	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
143190	1127667	0.05287	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143191	NR8405C	0.04944	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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143192	TBD	0.19696	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143193	TBD	0.02854	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143194	TBD	0.26978	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143195	NR8407A	0.16605	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
143196	NR8402	0.44961	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
143197	NR8413	1.68727	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
143198	NR8415B	0.11439	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
143199	NR8417	0.87156	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
143200	NR8434A	0.01438	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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143201	NR8434A	0.66558	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143202	NR8434	0.44052	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143203	NR8436	0.40618	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
143204	NR8436B	0.12903	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143205	NR8435A	0.37982	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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143206	TBD	0.23259	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143207	NR8418	0.12962	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
143208	NR8415A	0.23175	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
143210	NR8415	0.13783	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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143211	NR8411	0.30141	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
143212	NR8435B	0.1215	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
143213	NR8431	0.19552	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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143214	NR8431A	0.43632	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
143215	NR8431	0.30171	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
143216	NR8431	0.0481	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
143217	NR8435B	0.19892	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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143218	NR8415	0.16252	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
143219	NR8411	0.41564	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
143220	NR8410	0.2471	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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143221	NR8412	0.18215	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
143222	NR8535, 1110899	0.19645	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
143223	1110996	0.00153	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
143224	NR7481	0.2244	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
143227	TBD	0.15765	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143228	NR7473	1.24103	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
143230	TBD	1.36128	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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143239	929320	0.18647	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
143240	NR8422	0.0593	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
143241	TBD	0.08505	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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143242	NR8429	0.18691	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
143243	888998	0.00038	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143245	932128, Camp Rock Rd	0.58024	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
143247	NR8420	4.5136	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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143248	932929	0.27339	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143249	932929	0.20777	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143251	932929	0.17842	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143252	932929	0.12861	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143253	932929	0.0727	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143254	932929	0.02471	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143255	NR8424	0.32427	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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143256	NR8421	0.35684	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
143263	TBD	0.1248	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
143267	1102939	0.0022	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143269	TBD	0.00506	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143270	1103030	0.07237	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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143271	1102998	0.06503	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143272	1102998	0.00032	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143273	1102998	0.03361	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143293	TBD	0.13182	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143294	TBD	0.90267	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143295	TBD	0.9934	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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143296	1105085	0.59829	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
143297	1074681	0.61961	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143298	1074681	0.00211	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143299	TBD	0.00144	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
143301	TBD	0.21664	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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143302	TBD	0.03984	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143303	TBD	0.05327	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143304	TBD	0.07307	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143305	TBD	0.07604	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143306	TBD	0.28837	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143307	1075424	0.18517	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
143308	1075424	0.4726	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
143309	1075424	0.2189	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
143310	1075424	0.24357	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
143311	1117508	0.00236	Primitive Route	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
143312	1127667	0.00198	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
143313	1127667	0.00124	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
143317	NR8406, 1117901	0.53278	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
143318	TBD	0.07582	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
143319	NR8465, 950977, Transmission Line Rd	9.08697	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
143321	TBD	1.12367	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
143324	NR8427, 888573	0.17247	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
143325	888573	0.00772	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143326	TBD	0.15469	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143327	TBD	0.18101	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143329	955902	0.00229	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
143330	955899	0.00247	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
143331	NR8406, 932128, Camp Rock Rd	1.34602	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
143333	955894	0.0385	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143335	NR8408, 1117920	0.00311	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
143336	NR8407, 1117902	0.00809	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
143338	NR8437	3.08825	Primitive Route	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
143339	NR8435, 1127667	4.43984	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
143340	NR8439, 1127667	0.31172	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
143341	1127667	0.55093	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143342	NR8432, 1127667	0.3793	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
143348	1127667	0.12804	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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143349	NR8435, 1127667	0.10411	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
143351	1127667	0.52977	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
143352	1127667	0.0003	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
143355	1127667	0.19221	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
143360	1127667	0.05557	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
143465	NR8425, 1127667	0.15484	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
143583	1127667	0.13131	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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143586	1127667	0.0006	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
143587	1127667	0.00657	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143590	1127667	0.00823	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143591	1127667	0.25415	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
143597	1107453	0.21247	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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143599	1105075	0.02502	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143600	1105079	0.41411	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
143601	1113458	0.05595	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143602	1113483	0.00085	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
143603	NR7531A, 1113484	0.0598	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
143604	NR7534A	0.1844	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143605	NR7534C, 1113474	0.05153	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
143606	NR7522, 1114239	0.09186	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143627	950977, Transmission Line Rd	0.001	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
143628	TBD	0.05203	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
143629	TBD	0.03306	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143630	TBD	0.04115	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143631	TBD	0.04499	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143632	TBD	0.08187	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143633	TBD	0.12465	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143634	TBD	0.12808	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143635	TBD	0.14219	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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143636	TBD	0.3211	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143637	TBD	0.33068	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143638	950977, Transmission Line Rd	1.04921	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
143642	TBD	0.86759	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143702	TBD	0.00063	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
143703	TBD	0.18069	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143704	TBD	0.15759	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143705	TBD	0.04256	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
143706	TBD	0.06376	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
143727	TBD	0.03306	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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143728	TBD	0.0188	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143749	SV4921	0.10887	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
143750	TBD	0.05698	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143751	TBD	0.0472	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143752	TBD	0.36237	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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143753	TBD	0.08274	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
143754	TBD	0.00039	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
143770	TBD	0.06653	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
143774	TBD	0.08586	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
143776	TBD	0.18457	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143777	SV4921	0.16656	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
143782	TBD	0.03648	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143783	TBD	0.20675	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143784	TBD	0.29658	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143785	TBD	0.0201	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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143786	TBD	0.26573	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
143787	TBD	0.01865	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143808	TBD	0.03251	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
143809	TBD	0.11246	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143810	TBD	0.2415	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
143811	TBD	0.01585	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143812	TBD	0.04013	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143813	TBD	0.06004	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143828	TBD	0.47907	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
143829	TBD	0.00322	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
143830	TBD	0.83235	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
143831	TBD	0.03618	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143832	TBD	0.0045	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143833	TBD	0.20815	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
143849	TBD	0.27415	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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143850	TBD	0.08118	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143851	TBD	0.01802	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143852	TBD	0.02481	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143853	TBD	0.00757	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143859	TBD	0.0183	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143860	TBD	0.04357	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143861	TBD	0.02833	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
143867	TBD	0.18099	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143868	TBD	0.00817	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143869	TBD	0.00582	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143870	TBD	0.00689	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143871	TBD	0.00825	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143878	TBD	0.00091	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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143883	TBD	0.00197	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143890	TBD	0.50246	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143891	TBD	0.00288	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143892	TBD	0.00235	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143894	TBD	0.00315	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
143953	TBD	0.27564	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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143954	TBD	0.64926	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143955	TBD	0.03212	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143956	TBD	0.02029	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143957	TBD	0.0374	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143958	1075424	0.16819	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
143959	TBD	0.13214	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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143960	TBD	0.09544	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143961	TBD	0.09445	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143962	TBD	0.24009	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143963	TBD	0.11996	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143964	TBD	0.06739	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143965	TBD	0.12927	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143966	TBD	0.03238	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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143967	TBD	0.61879	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143968	TBD	0.1058	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143969	TBD	0.10666	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143970	TBD	0.3014	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143971	TBD	0.75157	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143972	NR1019	0.7745	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143973	NR1019, 1105073	0.07424	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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143974	NR1020	0.2386	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143975	NR1021	0.03081	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143976	NR1021	0.19903	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143977	NR1021	0.25065	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143978	NR1022	1.43827	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143979	1127667	0.00057	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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143980	954671	0.30111	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
143981	954671	0.60718	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
143982	TBD	0.20951	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143983	TBD	0.23709	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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143984	TBD	0.25487	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143985	TBD	0.68047	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143986	TBD	0.15822	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143987	TBD	0.17508	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143988	TBD	3.10335	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143989	TBD	0.05477	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143990	TBD	0.03183	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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143991	TBD	0.04262	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143992	TBD	0.09212	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143993	TBD	0.37059	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
143994	TBD	0.08203	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143995	TBD	2.04869	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143996	TBD	0.21077	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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143997	TBD	1.24355	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143998	TBD	0.10178	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
143999	TBD	0.22827	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144000	TBD	0.36517	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144001	TBD	1.68039	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144002	TBD	0.25386	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144003	NR2062	0.97323	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
144004	NR2062A	0.5993	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144005	TBD	0.10243	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144006	NR3020	0.16035	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144007	NR3020	0.09044	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144008	NR3020	0.14119	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144078	NR3022A	0.32143	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144079	NR3022	0.34421	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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144080	NR3022	0.12688	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144083	TBD	0.00106	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
144087	NR3026	0.12882	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144088	NR3065	0.36528	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144089	NR3065A	0.45153	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144104	TBD	0.18421	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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144106	TBD	0.53182	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144107	TBD	0.11735	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144108	TBD	0.24043	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144109	TBD	0.02186	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144110	TBD	0.30174	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144111	TBD	0.20937	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144112	TBD	0.03161	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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144113	TBD	0.01381	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144114	TBD	0.01283	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144115	TBD	0.01496	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144117	TBD	0.00038	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
144121	TBD	0.73373	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144122	TBD	0.10827	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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144123	TBD	0.02542	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144124	TBD	0.20104	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144125	TBD	0.53074	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144126	TBD	0.29478	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144127	OM6657, 888994	0.70505	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
144128	TBD	0.12306	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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144129	TBD	0.03294	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144130	TBD	0.09866	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144131	TBD	0.06866	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144132	TBD	0.08521	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144133	TBD	0.05808	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144134	TBD	0.13674	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144135	TBD	0.0192	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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144136	TBD	0.02775	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144137	TBD	0.0199	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144138	TBD	0.02272	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144208	888994	0.3811	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144209	TBD	0.27537	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144210	TBD	0.04664	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144211	TBD	0.07634	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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144212	TBD	0.54655	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144213	TBD	0.10215	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144214	TBD	0.05048	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144215	TBD	0.11343	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144216	TBD	0.12075	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144217	TBD	0.02625	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144218	TBD	0.06048	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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144219	TBD	0.0103	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144220	TBD	0.0081	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144221	TBD	0.03323	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144222	TBD	0.02913	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144223	TBD	0.05565	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144224	TBD	0.60527	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144225	TBD	0.11566	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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144226	TBD	0.02446	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144227	TBD	0.07813	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144228	TBD	0.17907	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144229	TBD	0.0377	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144230	TBD	0.01007	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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144231	TBD	0.01323	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
144232	TBD	0.04146	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144233	TBD	0.03266	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
144234	TBD	0.05462	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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144235	TBD	0.04986	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
144236	TBD	0.01435	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144237	TBD	0.03395	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144238	TBD	0.07765	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144239	TBD	0.16928	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144240	TBD	0.09925	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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144241	TBD	0.08432	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144242	TBD	0.03304	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144243	TBD	0.07803	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144244	TBD	0.08052	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144245	TBD	0.28306	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144246	TBD	0.30177	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144247	TBD	0.07331	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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144248	TBD	0.10957	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144249	TBD	0.03456	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144250	TBD	0.10754	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144251	TBD	0.12709	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144252	TBD	0.09299	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144253	TBD	0.04697	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144254	TBD	0.0567	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
144255	TBD	0.06702	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144256	TBD	0.08285	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144257	TBD	0.01902	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144258	TBD	0.0402	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144259	TBD	0.10217	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144260	TBD	0.15032	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144261	TBD	0.19122	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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144262	TBD	0.42545	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144263	TBD	0.28527	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144264	TBD	0.06353	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144265	TBD	0.12404	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144266	1127667	0.03852	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144267	TBD	0.03582	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144268	TBD	0.36923	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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144269	TBD	0.09506	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144270	TBD	0.35307	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
144271	TBD	0.18162	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144272	TBD	0.01851	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144273	TBD	0.00497	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144274	TBD	0.1415	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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144275	TBD	0.02303	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144276	TBD	0.01951	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144277	TBD	0.02238	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144278	TBD	0.01841	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144279	TBD	0.02358	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144280	TBD	0.01463	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144281	TBD	0.05408	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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144282	TBD	0.02158	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144283	TBD	0.08401	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144284	TBD	0.03934	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144285	TBD	0.15596	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144286	TBD	0.19041	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144287	TBD	0.26659	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144288	TBD	0.04961	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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144289	TBD	0.04099	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144290	TBD	0.02521	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144291	TBD	0.03441	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144292	TBD	0.11966	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144293	TBD	0.11344	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144294	TBD	0.06276	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144295	TBD	0.08503	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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144296	TBD	0.23451	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144297	TBD	0.05499	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144298	TBD	0.26733	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144299	TBD	0.23778	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144300	1127670	0.55387	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144301	TBD	0.30334	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144302	TBD	0.17275	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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144303	TBD	0.11508	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144304	TBD	0.03848	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144305	TBD	0.05607	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144306	TBD	0.1704	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144307	TBD	0.14794	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144308	TBD	0.07667	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144309	TBD	0.05557	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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144310	TBD	0.14001	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144311	TBD	0.17849	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144312	TBD	0.05013	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144313	TBD	0.04074	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144314	TBD	0.03053	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144315	TBD	0.04484	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144316	TBD	0.0245	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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144317	TBD	0.21994	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144318	TBD	0.06855	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144319	TBD	0.09886	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144320	TBD	0.10255	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144321	TBD	0.0132	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144322	TBD	0.08864	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144323	TBD	0.21131	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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144324	TBD	0.22535	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144325	TBD	0.03589	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144326	TBD	0.06609	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144327	TBD	0.6707	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144328	TBD	0.02919	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144329	TBD	0.26832	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144330	TBD	0.55096	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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144331	TBD	0.23764	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144332	TBD	0.09035	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144333	TBD	0.00573	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144334	TBD	0.02843	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144335	TBD	0.02109	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144336	TBD	0.69692	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144337	TBD	0.16008	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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144338	TBD	0.05282	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144339	TBD	0.09458	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144340	TBD	0.0632	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144341	TBD	0.38883	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144342	TBD	0.2992	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144343	TBD	0.33567	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144344	TBD	0.22891	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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144345	TBD	0.26958	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144346	TBD	0.21186	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144347	TBD	0.22908	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144348	TBD	0.14963	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144349	TBD	0.1419	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144350	OM6645, 1127661	2.60559	Primitive Road: Primary	Motorized	Competitive C	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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144351	TBD	0.91209	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144352	TBD	0.115	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144353	TBD	0.07283	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144354	TBD	0.52805	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144355	TBD	0.39027	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144356	TBD	0.15826	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144357	TBD	0.15207	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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144358	TBD	0.33877	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144359	TBD	0.05708	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
144360	TBD	0.06204	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
144361	TBD	0.15566	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
144362	TBD	0.25534	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144363	TBD	0.00929	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144364	TBD	0.39882	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144365	TBD	0.03306	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144366	TBD	0.14479	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144367	TBD	0.03734	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144368	TBD	0.01401	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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144369	TBD	0.0928	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144370	TBD	0.06751	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144371	TBD	0.05775	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144372	TBD	0.01231	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144373	TBD	0.1053	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144374	TBD	0.23915	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144375	TBD	0.19781	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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144376	TBD	0.23643	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144377	TBD	0.20124	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144378	TBD	0.15545	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144379	TBD	0.12981	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144380	TBD	0.04725	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144381	TBD	0.28257	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144382	TBD	0.14115	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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144383	TBD	0.06859	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144384	TBD	0.09891	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144385	TBD	0.20904	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144386	TBD	0.33697	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144387	TBD	0.02249	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144388	TBD	0.28105	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144389	TBD	0.09179	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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144390	TBD	0.35115	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144391	TBD	0.44891	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144392	TBD	0.13082	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144393	TBD	0.11188	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144394	TBD	0.04876	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144395	TBD	0.03239	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144396	TBD	0.16296	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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144397	TBD	0.37482	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144398	1090290	0.53963	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144399	OM6636	0.21032	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
144400	TBD	0.12852	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144401	TBD	0.08827	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144402	TBD	0.13858	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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144403	TBD	0.10485	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144404	TBD	0.31338	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144405	TBD	0.09777	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144406	TBD	0.22683	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144407	TBD	0.01765	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144408	TBD	0.01097	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144409	TBD	0.01	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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144410	TBD	0.00417	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144411	TBD	0.01973	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144412	TBD	0.03649	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144413	TBD	0.03104	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144414	TBD	0.24746	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144415	TBD	0.08209	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144416	TBD	0.01912	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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144417	TBD	0.02946	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144418	TBD	0.00473	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144419	TBD	0.17776	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144420	TBD	0.01066	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144421	TBD	0.01036	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144422	TBD	0.03093	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144423	TBD	0.04538	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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144424	TBD	0.02521	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144425	TBD	0.05584	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144426	TBD	0.06048	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144427	TBD	0.03638	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144428	TBD	0.04444	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144429	TBD	0.07989	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144430	TBD	0.20169	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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144431	TBD	0.07891	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144432	TBD	0.25463	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144433	TBD	0.443	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144434	TBD	0.03804	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144435	TBD	0.01002	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144436	TBD	0.02212	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144437	TBD	0.10324	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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144438	TBD	0.07704	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144439	TBD	0.08608	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144440	TBD	0.06249	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144441	TBD	0.00633	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144442	TBD	0.35619	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144443	TBD	0.0686	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144444	TBD	0.02952	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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144445	TBD	0.03557	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144446	TBD	0.01928	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144447	TBD	0.02143	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144448	TBD	0.00487	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144449	TBD	0.02245	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144450	TBD	0.01385	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144451	TBD	0.10873	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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144452	TBD	0.16615	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144453	TBD	0.25835	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144454	TBD	0.28364	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144455	TBD	0.08387	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144456	TBD	0.01276	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144457	TBD	0.35596	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144458	TBD	0.09702	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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144459	TBD	0.08198	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144460	TBD	0.04767	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144461	TBD	0.33436	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144462	TBD	0.03798	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144463	TBD	0.03264	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144464	TBD	0.11695	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144465	TBD	0.05454	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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144466	TBD	0.46972	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144467	TBD	0.03383	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
144468	TBD	0.01186	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
144469	TBD	0.04264	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
144470	TBD	0.07445	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
144471	TBD	0.05192	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
144472	TBD	0.01411	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
144473	TBD	0.06164	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
144474	TBD	0.09242	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
144475	TBD	0.73699	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144476	TBD	0.89166	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144477	TBD	0.0502	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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144478	TBD	0.13392	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144479	TBD	0.05428	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144480	TBD	0.05381	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144481	TBD	0.05143	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
144482	TBD	0.00607	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
144483	TBD	0.11848	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144484	TBD	0.1188	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144485	TBD	0.21071	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144486	TBD	0.14162	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144487	TBD	0.08393	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
144488	TBD	0.224	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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144489	TBD	0.23227	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144490	TBD	0.52432	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144491	TBD	0.13539	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
144492	TBD	0.04561	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
144493	TBD	0.02109	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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144494	TBD	0.00956	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144495	TBD	0.00902	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144496	TBD	0.01661	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144497	TBD	0.02213	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144498	TBD	0.0167	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144499	TBD	0.00636	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144500	TBD	0.05235	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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144501	TBD	0.05752	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144502	TBD	0.03052	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144503	TBD	0.03637	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144504	TBD	0.014	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144505	TBD	0.0169	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144506	TBD	0.13553	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144507	TBD	0.05704	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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144508	TBD	0.29667	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144509	TBD	0.39448	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144510	TBD	0.09405	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144511	TBD	0.19898	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144512	TBD	0.04635	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144513	TBD	0.01141	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144514	TBD	0.03515	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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144515	TBD	0.02029	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144516	TBD	0.08327	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144517	TBD	0.02556	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144518	TBD	0.06073	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144519	TBD	0.10304	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144520	TBD	0.053	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144521	TBD	0.20982	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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144522	TBD	0.42029	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144523	TBD	0.04141	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144524	TBD	0.60301	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144525	TBD	1.25629	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144526	TBD	0.35212	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
144527	TBD	0.19018	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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144528	TBD	0.12166	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144529	TBD	0.1343	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144530	TBD	0.04095	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144531	TBD	0.08917	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144532	TBD	0.14525	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144533	OM6631	0.94513	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144534	TBD	0.14734	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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144535	TBD	0.29772	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144536	TBD	0.18992	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144537	OM6634, 888575	0.42491	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144538	TBD	0.21912	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
144539	TBD	0.2587	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144540	TBD	0.31675	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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144541	TBD	0.25189	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144542	TBD	0.06071	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
144543	TBD	0.68159	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144544	TBD	0.31702	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144545	TBD	0.07353	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144546	TBD	0.29031	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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144547	TBD	0.23918	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144548	TBD	0.1718	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144549	TBD	0.01415	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144550	TBD	0.02547	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144551	TBD	0.34382	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144552	TBD	0.23651	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144553	TBD	0.3801	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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144554	TBD	0.69399	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144555	TBD	0.20272	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144556	TBD	0.10076	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144557	TBD	0.07701	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144558	TBD	0.02166	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144559	TBD	0.00746	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144560	TBD	0.15293	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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144561	TBD	0.27481	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144562	TBD	0.13499	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144563	TBD	0.37949	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144564	TBD	0.64365	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144565	TBD	0.12747	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144566	TBD	0.0441	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144567	TBD	0.02593	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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144568	TBD	0.08774	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144569	TBD	0.43137	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144570	TBD	0.36476	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144571	TBD	0.02428	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144572	TBD	0.13491	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144573	TBD	0.06055	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144574	TBD	0.02523	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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144575	TBD	0.42583	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144576	TBD	0.02046	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144577	TBD	0.51801	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144578	TBD	0.42037	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144579	TBD	0.55091	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144580	TBD	0.17316	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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144581	OM6631, 1090288	0.14146	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
144598	TBD	0.03277	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144599	TBD	0.09278	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144601	TBD	0.43721	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144602	TBD	0.26736	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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144606	TBD	0.25575	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144617	TBD	0.05505	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144621	TBD	0.64651	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144624	TBD	0.3564	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
144626	TBD	0.09355	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144627	TBD	0.05491	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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144628	TBD	0.04979	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
144630	TBD	0.18816	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
144631	TBD	0.03447	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144632	TBD	0.0975	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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144633	TBD	0.00428	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
144634	TBD	0.05736	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144636	TBD	0.10985	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144637	TBD	0.05457	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144638	TBD	0.04651	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144641	TBD	0.29107	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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144642	TBD	0.17092	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144643	TBD	0.15049	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144645	TBD	0.19611	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144647	TBD	0.16156	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144653	TBD	0.05225	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144694	TBD	0.29838	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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144704	TBD	0.08751	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
144708	TBD	0.03666	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144715	TBD	0.08722	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
144731	TBD	0.08257	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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144747	TBD	0.1796	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
144748	TBD	0.02295	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144749	TBD	0.32516	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144753	TBD	0.32197	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144763	TBD	0.46855	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144959	TBD	0.052	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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144960	TBD	0.24434	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144961	TBD	0.07093	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
144962	TBD	0.02677	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
144963	TBD	0.04758	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
144964	TBD	0.01837	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144965	TBD	0.0332	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
144966	TBD	0.0844	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144967	TBD	0.0684	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
144968	OM6632	0.77897	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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144969	TBD	0.48842	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144970	OM6632	0.97497	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
144971	TBD	0.43418	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144972	TBD	0.01374	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144973	TBD	0.2808	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144974	TBD	0.15657	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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144975	TBD	0.49577	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144976	TBD	0.16603	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144977	TBD	0.10486	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144978	TBD	0.0134	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144979	TBD	0.12394	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144980	TBD	0.17083	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144981	TBD	0.12485	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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144982	TBD	0.09546	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144983	TBD	0.38483	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144984	TBD	0.04766	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144985	TBD	0.07192	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144986	TBD	0.02644	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144987	TBD	0.0444	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144988	TBD	0.04576	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
144989	TBD	0.03725	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144990	TBD	0.07381	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144991	TBD	0.0585	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144992	TBD	0.04951	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144993	1127661	0.43201	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144994	TBD	0.3011	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144995	TBD	0.17231	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
144996	TBD	0.08387	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144997	TBD	0.10565	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144998	TBD	0.08888	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
144999	TBD	0.02819	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145000	TBD	0.15632	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145001	TBD	0.24003	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145002	TBD	0.2322	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
145003	TBD	0.08843	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145004	TBD	0.07502	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145005	TBD	0.04977	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145006	TBD	0.047	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145007	TBD	0.0422	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145008	TBD	0.03286	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145009	TBD	0.03992	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
145010	TBD	0.00633	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145011	TBD	0.05342	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145012	TBD	0.03882	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145013	TBD	0.10632	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145014	TBD	0.1057	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145015	TBD	0.09798	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145016	TBD	0.1476	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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145017	TBD	0.00559	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145018	TBD	0.05554	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145019	TBD	0.07924	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145020	TBD	0.54552	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145021	TBD	0.25472	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145022	TBD	0.13891	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145023	TBD	0.13646	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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145024	TBD	0.03598	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145025	TBD	0.52222	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145026	TBD	0.07284	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145027	TBD	0.0862	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145028	TBD	0.03135	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145029	TBD	0.07659	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145030	TBD	0.13649	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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145031	TBD	0.25177	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145032	TBD	0.27159	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145033	TBD	0.08556	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145034	TBD	0.4506	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145035	TBD	0.09533	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145036	TBD	0.12192	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145037	TBD	0.27521	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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145038	TBD	0.05462	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145039	TBD	0.30195	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145040	TBD	0.06168	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145041	TBD	0.76488	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145042	TBD	0.72024	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145043	TBD	0.51611	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145046	TBD	0.42455	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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145047	TBD	0.00038	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
145048	TBD	0.18848	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145052	TBD	0.13776	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145053	TBD	0.1726	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145054	TBD	0.32194	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145055	TBD	0.67622	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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145056	TBD	0.26226	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145057	TBD	0.35801	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145058	TBD	0.63158	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145059	TBD	0.49237	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145060	TBD	0.2644	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145061	TBD	0.08042	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145062	TBD	0.47757	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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145063	TBD	0.19275	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145064	TBD	0.07841	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145065	TBD	0.35392	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145066	TBD	0.44559	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145067	TBD	0.4391	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145068	TBD	0.05959	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145069	TBD	0.02627	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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145070	TBD	0.09685	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145071	TBD	0.02311	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145072	TBD	0.31648	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145073	TBD	0.06242	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145074	TBD	0.04447	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145075	TBD	0.04199	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145076	TBD	0.06059	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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145077	TBD	0.01567	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145078	TBD	0.23759	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145079	TBD	0.21467	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145080	TBD	0.18622	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145081	TBD	0.12714	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145082	TBD	0.6162	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145083	TBD	0.1972	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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145084	TBD	0.48077	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145085	TBD	0.78525	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145086	TBD	0.35338	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145087	TBD	0.08034	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145088	TBD	0.3677	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145089	TBD	0.17475	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145090	TBD	0.15944	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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145091	TBD	0.1383	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145092	TBD	0.07557	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145093	TBD	0.21196	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145094	TBD	0.18859	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145095	TBD	0.133	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145096	TBD	0.1982	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145097	TBD	0.22577	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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145098	TBD	0.40366	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145099	TBD	0.55166	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145100	TBD	0.13517	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145101	TBD	0.43656	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145102	TBD	0.2667	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145103	1127667	0.24347	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145104	1127667	0.10984	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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145105	TBD	0.18586	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145106	TBD	0.36281	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145107	TBD	0.03665	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145108	TBD	0.0095	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145111	TBD	0.00793	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145115	TBD	0.07087	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145117	TBD	0.04846	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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145118	TBD	0.05674	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145130	TBD	0.01605	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145132	TBD	0.09007	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145133	TBD	0.03691	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145137	TBD	0.05802	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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145139	TBD	0.25099	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
145141	JV4203	0.06415	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
145142	TBD	0.06227	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145143	TBD	0.06538	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145144	TBD	0.03978	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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145145	TBD	0.02494	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145146	TBD	0.0028	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
145147	JV4203	0.23527	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
145148	TBD	0.08478	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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145149	TBD	0.07388	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145150	TBD	0.01936	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145155	TBD	0.02472	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145158	JV4203	0.05645	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
145159	TBD	0.04846	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145162	TBD	0.0276	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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145163	TBD	0.02689	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145164	TBD	0.12033	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145168	TBD	0.04429	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145169	TBD	0.04221	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145170	TBD	0.0108	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145171	TBD	0.23561	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145172	TBD	0.03303	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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145173	TBD	0.0738	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145174	TBD	0.678	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145175	TBD	0.34339	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145176	TBD	0.08159	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145177	TBD	0.10166	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145178	TBD	0.11049	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145179	TBD	0.17243	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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145180	TBD	0.15269	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145181	TBD	0.04076	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145182	TBD	0.57191	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145183	TBD	0.11811	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145184	TBD	0.10448	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145185	TBD	0.06754	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145186	TBD	0.06216	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
145187	1127667	0.20897	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145188	TBD	0.85202	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145189	TBD	0.03664	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145190	TBD	0.05948	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145191	1127667	0.0742	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145192	1127667	0.22429	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145193	TBD	0.17179	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
145194	TBD	0.11338	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145195	TBD	1.01931	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145196	TBD	0.21968	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145197	TBD	0.14101	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145198	TBD	0.0966	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145199	TBD	0.08642	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145200	TBD	0.01353	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
145201	1127667	0.47844	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145202	TBD	0.04181	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145203	TBD	0.0498	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145204	TBD	0.47852	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145205	TBD	0.40375	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145206	TBD	0.22521	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145207	TBD	0.29014	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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145208	TBD	0.42926	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145209	TBD	0.12805	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145210	TBD	0.2788	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145211	TBD	0.0406	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145212	OM	1.02738	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145213	1127667	0.09166	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145214	TBD	0.21993	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
145215	TBD	0.00065	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
145216	TBD	0.04753	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145218	TBD	0.00051	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
145219	TBD	0.19169	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145220	TBD	0.06442	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
145221	TBD	0.49585	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145222	TBD	0.01288	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145223	1127667	0.03723	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145224	TBD	0.19203	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145225	TBD	0.10864	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145226	TBD	0.10666	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
145227	TBD	0.06249	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145228	TBD	0.06133	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145229	TBD	0.31984	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145230	TBD	2.10321	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145231	TBD	1.00607	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145232	TBD	0.78262	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145233	TBD	0.10385	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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145234	TBD	0.7796	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145235	TBD	0.32973	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145236	TBD	0.22541	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145237	TBD	0.19861	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145238	TBD	0.12956	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145239	TBD	0.10619	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145240	TBD	0.07294	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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145241	TBD	0.06736	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145242	TBD	0.78882	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145243	TBD	0.44807	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145244	TBD	0.47672	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145245	TBD	0.14644	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145246	TBD	0.31427	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145247	TBD	0.15608	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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145250	TBD	0.00041	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
145261	TBD	0.02399	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145262	TBD	0.10191	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145263	TBD	0.06466	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145264	TBD	0.09309	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145265	TBD	0.20379	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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145266	TBD	0.18022	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145267	TBD	0.09941	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145268	TBD	0.07506	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145269	TBD	0.00642	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145270	TBD	0.03004	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145271	TBD	0.07135	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145272	TBD	0.08868	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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145273	TBD	0.71712	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145274	TBD	0.01363	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
145275	TBD	1.78387	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145276	OM7325, 1127667	0.36292	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
145277	TBD	0.04739	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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145278	TBD	0.03869	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145279	TBD	0.08328	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
145280	TBD	0.10059	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145281	TBD	0.08047	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
145282	TBD	0.15197	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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145283	TBD	0.34369	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145284	TBD	0.14986	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
145285	TBD	0.72815	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145286	TBD	0.06575	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145287	TBD	0.0411	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145288	TBD	0.02699	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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145289	TBD	0.03893	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145290	TBD	0.06594	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145291	TBD	0.03684	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145292	TBD	0.11754	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
145293	TBD	0.07048	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145294	TBD	0.11715	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
145295	TBD	0.02552	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145296	TBD	0.01767	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145297	TBD	0.01636	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145298	TBD	0.09105	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145299	TBD	0.07943	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145300	TBD	0.0727	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145301	TBD	0.14832	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
145302	TBD	0.19912	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145303	TBD	0.1278	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145304	TBD	0.1233	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145305	TBD	0.00143	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
145306	TBD	0.25395	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145307	TBD	0.64332	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
145308	TBD	0.9402	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145309	TBD	0.98675	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145310	TBD	0.52468	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145311	TBD	0.14528	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145312	TBD	0.31039	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145338	TBD	0.2852	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145339	TBD	0.78851	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
145340	TBD	0.09428	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145341	TBD	0.113	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145342	TBD	0.17865	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145343	TBD	0.16924	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145344	TBD	0.13592	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145345	TBD	0.00671	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145346	TBD	0.09355	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
145347	TBD	0.45739	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145348	TBD	0.09137	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145349	TBD	0.00445	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
145350	TBD	0.25559	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145351	TBD	0.16641	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145352	TBD	0.08391	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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145353	TBD	0.01741	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145354	TBD	0.31134	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145355	TBD	0.05996	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145356	TBD	0.50328	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145357	TBD	0.15574	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145358	TBD	0.03036	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
145360	TBD	0.08493	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145362	TBD	0.08381	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145364	TBD	0.00024	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145366	TBD	0.19424	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145367	TBD	0.37826	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145369	TBD	0.01903	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145370	TBD	0.01421	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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145371	TBD	0.0161	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145372	TBD	0.07584	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145373	TBD	0.06915	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145374	TBD	0.12514	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145375	TBD	0.03695	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145376	TBD	0.38729	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145377	TBD	0.02033	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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145378	TBD	0.08033	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145379	TBD	0.03675	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145380	TBD	0.08324	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145381	TBD	0.05947	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145382	TBD	0.13697	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145383	TBD	0.08574	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145385	TBD	0.70007	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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145386	TBD	0.14794	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145387	TBD	0.27953	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145388	1127667	0.03655	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145389	TBD	0.11594	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145390	TBD	0.05962	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145391	TBD	0.15341	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145392	TBD	0.50084	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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145393	TBD	0.15732	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145394	TBD	0.12097	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
145396	TBD	0.16533	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145397	TBD	0.18656	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145398	TBD	0.04699	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
145399	OM7321	0.1521	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
145400	TBD	0.04192	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145401	TBD	0.27527	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145402	TBD	0.01725	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145403	TBD	0.13351	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145404	TBD	0.00983	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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145405	TBD	0.04423	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145406	TBD	0.0936	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145407	TBD	0.05405	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145408	TBD	0.09688	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145409	TBD	0.07333	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145411	TBD	0.31319	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145412	TBD	0.25279	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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145413	TBD	0.05086	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145414	TBD	0.23289	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145416	TBD	0.14134	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145417	TBD	0.15857	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145418	TBD	0.53456	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145419	TBD	0.50586	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145420	TBD	0.25476	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
145421	TBD	0.1884	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145422	TBD	0.16516	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145423	TBD	0.49552	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145424	1127667	0.05084	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145425	TBD	0.19783	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145426	TBD	0.67933	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145427	1127667	0.48581	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
145428	TBD	0.09279	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145432	TBD	0.07547	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145433	TBD	0.19476	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145434	TBD	0.02059	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145436	TBD	0.10021	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145438	TBD	0.01752	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145440	TBD	0.0048	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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145442	TBD	0.08436	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145445	TBD	0.07544	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145446	TBD	0.16579	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145448	TBD	0.25167	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145449	TBD	0.05408	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
145450	TBD	0.09735	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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145451	TBD	0.16287	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145452	TBD	0.12248	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145454	TBD	0.01684	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145456	TBD	0.05776	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
145459	TBD	0.09151	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
145460	JV4226	0.75463	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
145461	TBD	0.01626	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145463	TBD	0.02808	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145464	TBD	0.056	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145465	TBD	0.00834	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145466	TBD	0.05276	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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145467	TBD	0.06861	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145468	TBD	0.12496	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145470	TBD	0.07336	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145473	TBD	0.02078	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145474	TBD	0.113	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145476	TBD	0.09891	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145477	TBD	0.12555	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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145478	TBD	0.12617	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145480	TBD	0.39797	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145481	TBD	0.11686	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145482	TBD	0.14143	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145484	TBD	0.06866	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145486	TBD	0.06312	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145489	TBD	0.14963	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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145490	TBD	0.05656	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145492	TBD	0.06899	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145495	TBD	0.12155	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145496	TBD	0.04852	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145500	TBD	0.07317	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145501	TBD	0.07013	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145502	TBD	0.06099	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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145503	TBD	0.01633	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145504	TBD	0.02376	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145505	TBD	0.3353	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145506	TBD	0.08938	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145507	TBD	0.0255	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145508	JV4201	0.5935	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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145509	TBD	0.03903	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145510	TBD	1.05469	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145511	TBD	0.1255	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145512	TBD	0.04814	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145513	TBD	0.08524	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145514	TBD	0.0761	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145515	TBD	0.03967	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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145516	TBD	0.04596	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145517	TBD	0.03049	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145518	TBD	0.06077	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145519	TBD	0.1159	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145520	TBD	0.27903	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145521	TBD	0.02091	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145522	TBD	0.15899	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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145523	TBD	0.1189	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145524	TBD	0.01991	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145526	TBD	0.14825	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145527	TBD	0.19569	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145528	TBD	0.18874	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145529	TBD	0.14482	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145530	TBD	0.12938	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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145531	TBD	0.07636	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145532	TBD	0.07214	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145533	TBD	0.05728	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145534	TBD	0.25664	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145535	TBD	0.11682	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145538	TBD	0.21109	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145548	TBD	0.13108	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
145549	TBD	0.18458	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145550	TBD	0.20965	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145551	TBD	0.05589	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145552	TBD	0.12768	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145553	TBD	1.01684	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145554	TBD	0.0755	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145555	TBD	0.03845	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
145556	TBD	0.10595	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145558	OM6621, 1127667	0.43664	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
145559	OM6617	1.16762	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145560	1127667	0.0898	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145561	TBD	0.14352	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145563	TBD	0.10036	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
145564	TBD	0.39372	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145565	TBD	0.36834	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145566	TBD	0.16588	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145672	888996, Camp Rock Rd	4.46643	Primitive Route	Motorized	Street Legal	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
145673	TBD	0.84511	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145674	TBD	0.16735	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
145675	Om	1.06118	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145676	TBD	0.09005	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145677	TBD	0.06589	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145678	TBD	0.04262	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145679	TBD	0.05743	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145680	TBD	0.4331	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145681	TBD	0.1842	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
145682	TBD	0.10404	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145683	TBD	0.78158	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145684	TBD	0.78945	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145686	TBD	0.052	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145687	TBD	0.92947	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145688	TBD	0.25171	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145689	TBD	0.85422	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
145690	TBD	0.29645	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145691	TBD	0.23294	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145692	OM6641, 1127667	0.0919	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
145693	TBD	0.34116	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145694	TBD	0.08788	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145695	TBD	0.14079	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
145696	TBD	0.11519	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145698	TBD	0.1051	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145699	TBD	0.0491	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145700	TBD	0.14954	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145701	TBD	0.105	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145702	TBD	0.09637	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145703	TBD	0.03696	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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145704	TBD	0.07991	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145705	TBD	0.19727	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145706	TBD	0.0088	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145707	TBD	0.12476	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145708	TBD	0.0491	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145709	TBD	0.11106	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145710	TBD	0.03616	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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145711	TBD	0.08649	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145712	TBD	0.06061	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145713	TBD	0.02847	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145714	TBD	0.04929	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145715	TBD	0.35777	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145716	TBD	0.51933	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145717	TBD	0.48364	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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145718	TBD	0.14851	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145719	TBD	0.1023	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
145720	1127667	1.034	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145721	1127667	0.09967	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145722	TBD	0.16609	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145723	TBD	0.06941	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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145724	TBD	0.03239	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145725	TBD	0.00029	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
145727	1127667	0.06917	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
145729	TBD	0.0173	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145730	TBD	0.07659	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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145731	TBD	0.04657	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145732	TBD	0.03568	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145733	TBD	0.06737	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145734	TBD	0.04494	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145735	TBD	0.50749	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145736	TBD	1.46607	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145737	TBD	0.1033	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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145738	TBD	0.16605	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145739	TBD	0.24362	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145740	1127667	0.21556	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145741	1127667	0.02362	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145742	TBD	0.56354	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145743	1127667	0.13639	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145744	TBD	0.1485	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
145745	OM6629	1.44933	Primitive Road: Primary	Motorized	Competitive C	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
145746	TBD	0.24095	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145747	TBD	0.14205	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145748	TBD	0.24245	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145749	TBD	0.23597	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145750	1127663	0.78946	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
145751	TBD	0.15844	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145752	TBD	0.0645	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145753	1127667	0.21936	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145754	1127667	0.71771	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145755	TBD	0.89869	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145756	TBD	0.23899	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145757	TBD	0.1748	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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145758	TBD	0.26662	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145759	TBD	0.0091	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145760	TBD	0.01496	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145761	TBD	0.41989	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145762	TBD	0.30873	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145763	TBD	0.10632	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145764	1127667	0.30879	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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145765	1116293	0.01761	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145766	1127667	0.02056	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145767	TBD	0.14937	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145768	TBD	0.67181	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145769	TBD	0.31661	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145770	OM	0.10262	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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145771	OM6625, 1127663	2.72825	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
145772	1127663	0.60456	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145773	OM6625, 1127663	1.6325	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
145774	TBD	0.01273	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145775	TBD	0.0891	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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145776	TBD	0.19752	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145777	TBD	0.15519	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145778	TBD	0.12451	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145779	OM	0.24196	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
145780	TBD	0.33659	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145781	TBD	0.50741	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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145782	TBD	0.41961	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145783	TBD	0.00079	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
145785	TBD	0.33684	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145786	OM6659, 1127671	0.49836	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
145787	TBD	0.00424	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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145788	TBD	0.00093	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145789	TBD	0.70478	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145790	TBD	0.53376	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145791	TBD	1.001	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145792	OM7350F	0.20616	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145793	OM7350C	0.04307	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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145794	OM7350D	0.05415	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
145795	TBD	0.44222	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145796	TBD	0.05058	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145797	TBD	0.22797	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145798	TBD	0.06459	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145799	1074901	0.07562	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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145800	TBD	0.66441	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145801	TBD	0.11095	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145802	TBD	0.07842	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145803	TBD	0.25709	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145804	TBD	0.31751	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145805	TBD	0.4394	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145806	TBD	0.09344	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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145807	TBD	0.61247	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145808	TBD	0.55541	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145809	TBD	0.51561	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145810	TBD	0.15874	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145811	TBD	0.51224	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145812	TBD	0.68013	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145813	TBD	0.22486	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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145814	TBD	0.29642	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145815	TBD	0.17365	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145816	TBD	0.08335	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145817	TBD	0.20126	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145818	TBD	0.04349	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145819	TBD	0.25721	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145820	TBD	0.47287	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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145821	TBD	0.30115	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145822	TBD	0.44209	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145823	TBD	0.11858	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145824	TBD	0.27677	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145825	TBD	0.41886	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145826	TBD	0.03909	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145827	TBD	0.0707	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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145828	TBD	1.53863	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145829	1103276	0.27699	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145830	1074924	0.1195	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145831	1075051	0.42397	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145832	TBD	0.02289	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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145834	TBD	0.07286	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
145836	TBD	0.00025	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
145837	TBD	0.04919	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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145838	TBD	0.00706	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
145840	TBD	0.02963	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
145841	TBD	0.00853	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
145842	TBD	0.02588	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
145843	OM	0.2009	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
145844	TBD	0.03306	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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145846	TBD	0.03898	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
145847	TBD	0.05185	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
145848	TBD	0.03793	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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145849	TBD	0.04897	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
145850	TBD	0.49971	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145852	TBD	0.00553	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145853	TBD	0.50352	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145854	TBD	0.83672	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145855	TBD	0.02942	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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145862	TBD	0.00292	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
145866	TBD	0.11602	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145867	TBD	0.60813	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145868	TBD	0.03929	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145869	TBD	0.02819	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145873	TBD	0.12853	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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145874	TBD	0.19447	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145875	TBD	0.09729	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145878	TBD	0.08936	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145881	TBD	0.11429	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145882	TBD	0.12841	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145883	TBD	0.04805	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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145885	TBD	0.13036	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
145890	TBD	0.11744	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145891	TBD	0.09528	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145892	TBD	0.34901	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
145897	TBD	0.74094	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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145899	TBD	0.19516	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145900	TBD	0.12781	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
145901	TBD	0.08228	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145902	TBD	0.48118	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145903	TBD	0.38435	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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145904	TBD	0.14016	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
145907	TBD	0.1295	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145908	TBD	0.06427	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145910	TBD	0.37548	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145911	TBD	0.14655	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145912	TBD	0.01675	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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145913	TBD	0.44515	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145914	TBD	0.04849	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145916	TBD	0.31574	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145918	TBD	0.02371	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145919	TBD	0.11809	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145926	TBD	1.07852	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
145927	TBD	0.35104	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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145928	TBD	0.0026	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
145929	TBD	0.18717	Primitive Road: Primary	Motorized	Street Legal	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
145931	TBD	0.00312	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
145933	TBD	0.01081	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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145934	TBD	0.0088	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
146316	TBD	0.21175	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
146317	TBD	0.04997	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
146424	TBD	0.08585	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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146425	TBD	0.04051	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
146426	TBD	0.06893	Primitive Road: Primary	Motorized	Street Legal	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
146428	TBD	0.06597	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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146429	TBD	0.00567	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
146434	TBD	0.01865	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
146436	TBD	0.04338	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
146438	TBD	0.12886	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
146441	TBD	0.08928	Primitive Road: Primary	Motorized	Street Legal	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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146442	TBD	0.07665	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
146448	TBD	0.19566	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
146450	TBD	0.01799	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
146452	TBD	0.03391	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
146453	TBD	0.0543	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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146454	TBD	0.01645	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
146456	TBD	0.00313	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
146458	TBD	0.24554	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
146459	TBD	0.06833	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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146461	TBD	0.28602	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
146462	TBD	0.07745	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
146464	TBD	0.09037	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
146467	TBD	0.49993	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
146469	TBD	0.43923	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
146472	TBD	0.07391	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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146474	TBD	0.09444	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
146476	TBD	0.06804	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
146478	TBD	0.08693	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
146480	TBD	0.19314	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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146481	TBD	0.12857	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
146483	TBD	0.06555	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
146486	TBD	0.12987	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
146487	TBD	0.15263	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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146491	TBD	0.06306	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
146492	TBD	0.12635	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
146494	TBD	0.38814	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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146496	TBD	0.24365	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
146497	TBD	0.03075	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
146498	TBD	0.02737	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
146499	TBD	0.01512	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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146501	TBD	0.01648	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
146502	TBD	0.05747	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
146503	TBD	0.06667	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
146504	TBD	0.01986	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
146505	TBD	0.04163	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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146506	TBD	0.00524	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
146509	TBD	0.2914	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
146511	TBD	0.71523	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
146512	TBD	0.02659	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
146513	TBD	0.00479	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
146514	TBD	0.00844	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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146518	TBD	0.02139	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
146520	TBD	0.06093	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
146522	TBD	0.03244	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
146523	TBD	0.0577	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
146525	TBD	0.31595	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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146527	TBD	0.15204	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
146528	TBD	0.01526	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
146530	TBD	0.53215	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
146531	TBD	0.07355	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
146533	TBD	0.12399	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
146535	TBD	0.17161	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
146692	TBD	0.20059	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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146693	TBD	0.14186	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
146695	TBD	0.01005	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
146697	TBD	0.08318	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
146700	TBD	0.03442	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
146701	TBD	0.03866	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
146703	TBD	0.09785	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
146705	TBD	0.21511	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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146706	TBD	0.31755	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
146709	TBD	0.24831	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
146710	TBD	0.73	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
146711	TBD	0.25348	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
146712	TBD	0.16596	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
146713	TBD	0.00055	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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146714	TBD	0.24579	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
146715	TBD	0.06481	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
146716	TBD	0.47129	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
146717	TBD	0.49365	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
146718	TBD	0.36605	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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146719	TBD	0.08276	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
146723	TBD	0.06693	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
146725	TBD	0.03238	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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146726	TBD	0.12286	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
146727	TBD	0.12351	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
146729	TBD	0.02673	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
146733	TBD	0.05509	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
146734	TBD	0.07659	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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146736	TBD	0.04948	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
146739	TBD	0.20023	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
146740	TBD	0.07903	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
146742	TBD	0.09762	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
146743	TBD	0.02699	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
146744	TBD	0.01542	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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146747	TBD	0.15583	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
146748	TBD	0.11655	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
146749	TBD	0.20235	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
146752	TBD	0.21188	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
146753	TBD	0.39268	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
146754	TBD	0.17951	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
146755	TBD	0.1003	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
146756	JV4207	0.24645	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
146759	JV4207	0.31865	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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146761	JV4207	0.0067	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
146763	JV4207	0.08015	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
146766	TBD	0.06529	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
146767	JV4207	0.08036	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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146769	JV4207	0.07653	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
146771	JV4207	0.05553	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
146773	JV4207	0.10666	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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146775	JV4207	0.20955	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
146777	JV4207	0.07709	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
146779	JV4207	0.04667	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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146781	JV4207	0.12008	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
146783	JV4207	0.06295	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
146787	JV4207	0.53271	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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146789	JV4205	0.06275	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
146791	JV4205	0.25021	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
146793	JV4205	0.12707	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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146794	JV4205	0.06354	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
146796	JV4205	0.06317	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
146798	JV4205	0.12646	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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146800	JV4205	0.06261	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
146811	JV4205	0.37569	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
146812	TBD	0.02528	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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146813	JV4205	0.12523	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
146815	JV4205	0.10095	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
146816	TBD	0.04579	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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146817	TBD	0.31184	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
146819	TBD	0.06827	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
146821	TBD	0.05774	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
146823	TBD	0.67652	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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146825	TBD	0.12857	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
146827	TBD	0.05927	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
146828	TBD	0.09924	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
146829	TBD	0.16064	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
146830	TBD	0.15524	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
146832	TBD	0.0771	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
146833	TBD	0.01902	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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146836	TBD	0.02759	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
146839	TBD	0.46081	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
146840	TBD	0.03208	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
146841	TBD	0.34947	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
146843	TBD	0.05163	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
146844	TBD	0.38319	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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146845	TBD	0.00977	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
146846	TBD	0.00156	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
146847	TBD	0.00138	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
146848	TBD	0.34264	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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146849	TBD	0.00386	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
146850	TBD	0.18846	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
146851	TBD	0.19462	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
146852	TBD	0.02169	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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146853	TBD	0.02648	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
146854	TBD	0.00259	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
146859	TBD	0.06241	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
146861	TBD	0.12206	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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146863	TBD	0.25113	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
146864	TBD	0.17187	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
146865	TBD	0.10657	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
146870	TBD	0.03651	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
146872	TBD	0.09892	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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146874	TBD	0.13146	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
146875	TBD	0.04294	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
146876	TBD	1.19648	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
146877	TBD	0.06612	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
146878	TBD	0.19811	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
146879	TBD	0.36893	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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146880	JV4218	0.22596	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
146881	TBD	0.10926	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
146883	TBD	0.22679	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
146885	TBD	0.99796	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
146887	JV4218	0.8343	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
146889	JV4218	0.07146	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
146891	JV4218	0.11793	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
146893	JV4218	0.06756	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
146895	TBD	0.16313	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
146897	TBD	1.03707	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
146899	TBD	0.18802	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
146900	TBD	0.059	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
146901	TBD	0.38002	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
146902	TBD	0.06139	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
146903	TBD	0.18584	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
146904	TBD	0.18816	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
146905	TBD	0.22044	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
146911	TBD	0.33681	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
146912	TBD	0.12701	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
146914	TBD	0.18829	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
146915	TBD	0.0366	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
146916	TBD	0.60178	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
146919	TBD	0.0305	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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146920	TBD	0.20538	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
146998	TBD	0.00283	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
147002	TBD	0.00153	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
147003	TBD	0.26129	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147083	TBD	0.76497	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
147085	TBD	0.14393	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147086	TBD	0.11396	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147089	TBD	0.64745	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147090	TBD	0.07728	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147091	TBD	0.08726	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147092	TBD	0.07481	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147094	TBD	0.04709	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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147096	TBD	0.00326	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
147097	TBD	0.11707	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147099	TBD	0.07147	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147100	TBD	0.11488	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147101	TBD	0.62327	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147103	TBD	0.39515	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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147104	TBD	0.24426	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147105	TBD	0.35859	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
147106	TBD	0.16283	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147107	TBD	0.28959	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
147108	JV4224	0.12549	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
147110	JV4224	0.31457	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
147111	TBD	0.00363	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
147113	JV4224	0.0744	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
147115	JV4224	0.06873	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
147116	TBD	0.05758	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147117	TBD	0.06675	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147118	TBD	0.06028	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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147121	TBD	0.9199	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147122	TBD	0.19058	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147123	TBD	0.70307	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147125	TBD	0.13449	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147126	TBD	0.65315	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147128	TBD	0.0595	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147129	TBD	0.04426	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
147130	TBD	0.01872	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
147131	TBD	0.05902	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147133	TBD	0.06047	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147135	TBD	0.32882	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147136	TBD	0.1701	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147138	TBD	0.06468	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
147139	TBD	0.12582	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147141	TBD	0.06764	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147142	TBD	0.14603	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147144	TBD	0.06255	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147152	H St	0.0182	Primitive Road: Primary	Motorized	Street Legal	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
147177	TBD	0.03054	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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147178	TBD	0.01874	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147180	TBD	0.047	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147181	TBD	0.20528	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147182	TBD	0.08433	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
147220	TBD	0.02647	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147222	TBD	0.00674	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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147244	TBD	0.02672	Primitive Road: Primary	Motorized	Street Legal	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
147250	TBD	0.06109	Primitive Road: Primary	Motorized	Street Legal	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
147253	TBD	0.02076	Primitive Road: Primary	Motorized	Street Legal	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
147257	TBD	0.00044	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
147258	TBD	0.01274	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147260	TBD	0.12644	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147262	TBD	0.00751	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147263	TBD	0.03108	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147266	TBD	0.03155	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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147267	TBD	0.07432	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147268	TBD	0.04087	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
147277	TBD	0.0325	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147278	135527	0.0595	Primitive Road: Primary	Motorized	Street Legal	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
147279	135417	0.00352	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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147280	138412	0.05988	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147282	TBD	0.19068	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147283	TBD	0.00021	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
147284	TBD	0.03896	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147285	TBD	0.00056	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
147286	TBD	0.03036	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147287	TBD	0.04222	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147288	TBD	0.01666	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147289	TBD	0.14674	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147290	TBD	0.00108	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147291	TBD	0.03136	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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147292	TBD	0.06457	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
147294	TBD	0.00869	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147295	TBD	0.2956	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147296	TBD	0.00052	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147297	TBD	0.02904	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
147298	TBD	0.00031	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
147299	TBD	0.06864	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147300	TBD	0.01965	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147305	TBD	0.00606	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147306	TBD	0.12655	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
147307	TBD	0.00159	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
147308	TBD	0.00041	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
147309	TBD	0.05824	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147310	TBD	0.031	Primitive Road: Primary	Motorized	Street Legal	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
147311	TBD	0.00357	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
147312	TBD	0.09497	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147314	TBD	0.00023	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
147317	TBD	0.00091	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
147319	TBD	0.05596	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147320	TBD	0.031	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
147322	TBD	0.031	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
147323	TBD	0.02935	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
147325	TBD	0.03335	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147329	TBD	0.0314	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147330	TBD	0.06178	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147455	TBD	0.00696	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
147457	TBD	0.00029	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
147458	TBD	0.23235	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
147463	TBD	0.01476	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147465	TBD	0.02867	Primitive Road: Primary	Motorized	Street Legal	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
147466	TBD	0.03871	Primitive Road: Primary	Motorized	Street Legal	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
147467	TBD	0.03305	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
147471	TBD	0.00993	Primitive Road: Primary	Motorized	Street Legal	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
147472	TBD	0.05457	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147499	TBD	0.38261	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147500	TBD	0.15456	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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147505	TBD	0.70221	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147507	TBD	0.0402	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147508	TBD	0.13725	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147509	TBD	0.31558	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147512	TBD	0.10999	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147635	TBD	0.19159	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147639	TBD	0.27986	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
147647	TBD	0.5549	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147648	TBD	0.27496	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147649	TBD	0.00021	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
147650	TBD	0.11474	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147651	TBD	0.20093	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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147652	TBD	0.00127	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
147667	TBD	0.13181	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147668	TBD	0.17069	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147712	TBD	0.18392	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
147719	TBD	0.04664	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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147720	TBD	0.18845	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147721	TBD	0.03657	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147722	TBD	0.08714	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147723	TBD	0.05345	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147752	TBD	1.13135	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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147753	TBD	0.99214	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
147754	TBD	0.18419	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147755	TBD	0.56172	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
147756	TBD	0.0202	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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147757	TBD	0.34981	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
147758	TBD	0.00056	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
147762	TBD	0.00049	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
147767	TBD	0.00052	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
147768	TBD	0.00284	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147779	TBD	0.55819	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
147780	TBD	0.00263	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147782	TBD	0.00699	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
147783	TBD	0.00843	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147784	TBD	0.0355	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147798	TBD	0.12397	Primitive Road: Primary	Motorized	Street Legal	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
147800	TBD	0.0627	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147803	TBD	0.01638	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147805	TBD	0.1224	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
147806	TBD	0.07006	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147807	TBD	0.00078	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
147824	TBD	0.02127	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147827	TBD	0.20641	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147828	TBD	0.0582	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
147829	TBD	0.01558	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
147830	TBD	0.38375	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
147831	TBD	0.11273	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
147832	TBD	0.01698	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
147833	TBD	0.07534	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
147834	TBD	0.10985	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
147836	TBD	0.36017	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
147837	TBD	0.11713	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147838	TBD	0.10561	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147839	TBD	0.0816	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
147840	TBD	0.01206	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
147843	TBD	0.1828	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
147850	TBD	0.14576	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
147851	TBD	0.10261	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
147852	SV5942	0.07958	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
147853	TBD	0.12565	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147854	TBD	0.11379	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
147855	SV5944	0.55549	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
147856	TBD	0.08216	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147857	TBD	0.12054	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147858	TBD	1.49681	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
147859	TBD	0.06201	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147860	TBD	0.36556	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
147867	TBD	0.00045	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
147868	TBD	0.06639	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147871	TBD	0.0437	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147892	TBD	0.00754	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147897	TBD	0.12909	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147898	TBD	0.0864	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
147899	TBD	0.39693	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147902	TBD	0.16958	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
147903	SV4932	0.80831	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
147904	TBD	0.11006	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147909	SV4923	0.30475	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
147910	TBD	0.06171	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147911	TBD	0.13464	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147912	TBD	0.26346	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147913	TBD	0.0107	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147914	TBD	0.1155	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147915	TBD	0.19005	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147916	TBD	0.10781	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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147954	TBD	0.06383	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147964	SV2620	0.50137	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
147965	SV2623	0.48563	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
147966	TBD	0.02245	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
147970	TBD	0.00868	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147973	TBD	0.00877	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147974	TBD	0.00877	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147975	TBD	0.00833	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147976	TBD	0.00851	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
147978	TBD	0.59195	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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148029	TBD	0.00963	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
148031	TBD	0.10077	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148081	TBD	0.00561	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
148088	TBD	0.07412	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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148090	TBD	0.105	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
148123	JV4303, Bessemer Mine Rd	1.21294	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
148124	TBD	0.31593	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148127	TBD	0.67085	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148128	TBD	0.51085	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
148129	TBD	0.075	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148130	TBD	0.40575	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148131	TBD	0.34957	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148132	TBD	0.0763	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148134	TBD	0.01783	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148136	TBD	0.04764	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
148139	TBD	0.08324	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
148140	TBD	0.04304	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148142	TBD	0.12487	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
148145	TBD	0.31283	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
148147	TBD	0.19656	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148148	TBD	0.06995	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148149	TBD	0.0644	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148151	TBD	0.19921	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148153	TBD	0.06508	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148154	TBD	0.33538	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148155	TBD	0.05382	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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148157	TBD	0.12396	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148159	TBD	0.00509	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
148160	TBD	0.06144	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
148161	TBD	0.12581	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
148163	TBD	0.00857	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
148164	TBD	0.00229	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
148166	TBD	0.18824	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
148168	TBD	0.06289	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
148169	TBD	0.03043	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148171	TBD	0.1939	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148172	TBD	0.06706	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148175	TBD	0.1277	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148177	TBD	0.02753	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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148180	TBD	0.27703	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148181	JV4215	0.12314	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
148182	TBD	0.07074	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
148183	TBD	0.16921	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148185	TBD	0.38063	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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148188	TBD	0.06775	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148189	TBD	0.05395	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148190	TBD	0.02735	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148191	TBD	0.0563	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148192	JV4211	0.06346	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
148194	JV4211	0.12792	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
148196	JV4211	0.18417	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
148198	113531	0.11965	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
148199	JV4211	0.24707	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
148200	TBD	0.0456	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148202	TBD	0.0981	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148203	TBD	0.2528	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
148204	TBD	0.03399	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
148206	TBD	0.25609	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
148207	TBD	0.12666	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148212	JV4220	0.25205	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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148213	TBD	0.25096	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148214	TBD	0.18731	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148215	TBD	0.18069	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148216	TBD	0.29828	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148217	TBD	0.02567	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148218	TBD	0.0933	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148219	TBD	0.28948	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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148220	TBD	0.064	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148221	TBD	0.14688	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148222	SV2624	0.65268	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
148223	TBD	0.20644	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148224	TBD	0.26278	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148225	TBD	0.36499	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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148226	SV	0.96948	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148227	TBD	0.08889	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148228	TBD	0.16528	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148229	TBD	0.03016	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148230	TBD	0.42078	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148231	TBD	0.17472	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148232	TBD	0.19612	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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148233	TBD	0.08777	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148234	TBD	0.4854	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148235	TBD	0.03686	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148236	TBD	0.01872	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148237	TBD	0.22864	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148238	TBD	0.09633	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148239	TBD	0.03935	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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148240	TBD	0.02934	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148241	TBD	0.04981	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148242	TBD	0.03482	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148243	TBD	0.00837	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148244	TBD	0.13719	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148245	TBD	0.21636	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148246	TBD	0.02882	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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148247	TBD	0.05498	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148248	TBD	0.70757	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148254	TBD	0.01494	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148263	TBD	0.02026	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148264	TBD	1.70267	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148265	TBD	0.15356	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148266	SV	0.32847	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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148267	TBD	0.03701	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148268	TBD	0.18426	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148269	TBD	0.05014	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148270	TBD	0.03911	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148271	TBD	0.0623	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148272	TBD	0.7181	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148273	TBD	0.06365	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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148274	TBD	0.07731	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148275	TBD	0.1467	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148276	TBD	0.09559	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148277	TBD	0.09762	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148301	SV2622	1.23418	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
148302	SV2616	0.59204	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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148305	TBD	0.13742	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148306	SV2616	0.57106	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
148307	SV2633	1.37314	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
148308	TBD	1.2615	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148309	TBD	0.44236	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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148310	TBD	0.08094	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148311	TBD	0.51651	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
148312	TBD	0.24525	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148313	TBD	0.03025	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148314	TBD	0.0107	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148316	TBD	0.15982	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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148317	TBD	0.16163	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148318	TBD	0.00809	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148320	TBD	0.18765	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148327	SV2636	1.62018	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
148328	TBD	0.04623	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148329	TBD	0.48538	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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148330	TBD	0.07471	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148331	SV2635	1.20664	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
148332	SV2635	0.02403	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
148333	SV2635	0.00553	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
148342	SV2632	0.51081	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
148343	Johnson Rd	0.01569	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
148344	TBD	0.51264	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148345	SV2630	6.8849	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
148346	SV2630	1.2219	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
148347	TBD	0.03371	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
148348	SV2630	0.03604	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
148349	TBD	0.40312	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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148351	TBD	0.03268	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148352	TBD	0.49258	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148353	TBD	0.12184	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148354	TBD	0.18434	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148355	TBD	0.07088	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148356	TBD	0.54194	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148369	TBD	0.56532	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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148370	SV2671	0.16387	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
148371	SV2671	0.77595	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
148372	SV2671	0.45659	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
148373	TBD	0.0432	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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148374	TBD	0.14276	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148375	TBD	0.35376	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148376	TBD	0.01836	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148377	TBD	0.0432	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148378	TBD	0.04753	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148379	TBD	0.05145	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148380	TBD	0.03745	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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148381	TBD	0.02099	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148382	TBD	0.5728	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148383	TBD	0.71893	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148384	TBD	0.35266	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148385	TBD	0.21392	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148386	TBD	0.20291	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148387	TBD	0.04424	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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148388	TBD	0.02438	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148389	SV2637	0.25292	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148390	TBD	0.0892	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148391	TBD	0.28015	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148392	SV	1.19368	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148393	TBD	0.4776	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
148394	TBD	0.07639	Primitive Road: Primary	Motorized	None	(b), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
148395	TBD	0.02075	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148396	TBD	1.04381	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148481	TBD	0.01402	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
148491	TBD	0.7446	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
148492	TBD	0.16166	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148499	TBD	0.00115	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
148501	TBD	0.59929	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148502	TBD	0.11205	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148504	TBD	0.08582	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
148522	TBD	0.00238	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
148651	JV4220	0.23883	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
148653	TBD	0.12675	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
148654	TBD	0.12691	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
148655	TBD	0.1605	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
148659	TBD	0.40914	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148660	TBD	0.08342	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
148662	TBD	0.10614	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148663	TBD	0.03126	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148664	TBD	0.24769	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
148668	TBD	0.1051	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148670	TBD	0.08779	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148673	TBD	0.16695	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
148674	TBD	0.26082	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148675	JV4317, 930110	0.19284	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
148676	TBD	0.13571	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148677	TBD	0.09977	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148678	TBD	0.10366	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148679	TBD	0.26168	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
148680	TBD	0.048	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148681	TBD	0.3684	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
148682	TBD	0.13144	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148683	TBD	0.27787	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148695	TBD	0.00037	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
148697	TBD	0.02382	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148703	TBD	0.23271	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148705	TBD	0.04242	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148706	TBD	0.01512	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148707	TBD	0.01641	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148709	TBD	0.15179	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148753	TBD	0.49326	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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148754	TBD	0.45638	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148755	TBD	0.18478	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148756	TBD	0.40261	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148757	TBD	0.00699	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148758	TBD	0.00024	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
148759	TBD	0.12798	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
148764	TBD	0.00035	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
148765	TBD	0.57976	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148770	TBD	0.15205	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148771	TBD	0.53278	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148772	TBD	0.13591	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
148773	TBD	0.00067	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
148831	TBD	0.08268	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148832	TBD	0.09758	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148833	TBD	1.14054	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148834	TBD	0.12269	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148835	TBD	1.07426	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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148836	TBD	0.04578	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148837	TBD	0.04109	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148838	TBD	0.19045	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148840	TBD	0.06284	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148850	930912	0.00281	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
148876	TBD	0.1988	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
148877	TBD	0.42539	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
148878	TBD	0.03513	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148879	TBD	0.2321	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148880	TBD	0.28604	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
148881	TBD	0.059	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148882	TBD	0.30003	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148883	TBD	0.22687	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148886	TBD	0.34091	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148887	TBD	0.17317	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148888	TBD	0.32593	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148889	TBD	0.15575	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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148891	TBD	0.11448	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148893	TBD	0.27687	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148895	TBD	0.15265	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148896	TBD	0.32115	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148898	TBD	0.26021	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148900	TBD	0.12885	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148902	TBD	1.33094	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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148904	TBD	0.56327	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148905	TBD	0.62596	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148906	TBD	0.72988	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148907	TBD	0.23114	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148908	TBD	0.03437	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148909	TBD	0.22323	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148910	TBD	0.16812	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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148911	TBD	0.03913	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148912	TBD	0.3637	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148913	TBD	0.6486	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148914	TBD	0.10265	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148915	TBD	0.60635	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148916	TBD	0.08366	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148917	TBD	0.23264	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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148918	TBD	0.11543	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148919	TBD	0.27249	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148921	TBD	0.12211	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148922	TBD	0.05642	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148923	TBD	0.03896	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148924	TBD	0.01465	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148925	TBD	0.04583	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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148927	TBD	0.14384	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148928	TBD	0.05368	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148929	TBD	0.03081	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148930	TBD	0.05417	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148931	TBD	0.04789	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148951	TBD	0.08835	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148952	TBD	0.16861	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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148954	TBD	0.02541	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148955	TBD	0.75113	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148956	TBD	0.06685	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148957	TBD	0.10179	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148958	TBD	0.09199	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148959	TBD	0.13117	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148960	TBD	0.48104	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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148961	TBD	0.36746	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148962	TBD	0.13147	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148963	TBD	0.05786	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148964	TBD	0.04468	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148967	TBD	0.02733	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148968	TBD	0.20244	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148969	TBD	0.36482	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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148970	TBD	0.02942	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148971	TBD	0.0286	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148972	TBD	0.18597	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148973	TBD	0.02357	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148974	TBD	0.04288	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148975	TBD	0.41548	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148976	TBD	0.34225	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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148977	TBD	0.03709	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148978	TBD	0.13741	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
148979	TBD	0.41057	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
149055	TBD	0.03121	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
149061	TBD	0.3046	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
149062	TBD	0.20157	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
149068	TBD	0.2511	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
149070	TBD	0.09946	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
149073	113133	0.00312	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
149110	TBD	0.18717	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
149112	TBD	0.06284	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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149114	TBD	0.06257	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
149154	TBD	0.10217	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
149156	TBD	0.14754	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
149177	TBD	0.01773	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
149178	TBD	0.01041	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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149179	TBD	0.13923	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
149180	TBD	0.08219	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
149181	TBD	0.02358	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
149182	TBD	0.22747	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
149184	TBD	0.09149	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
149197	TBD	0.1165	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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149198	TBD	0.74793	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
149200	TBD	1.01815	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
149201	SV5939	0.67843	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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149202	SV5904	0.99923	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
149203	TBD	0.20912	Primitive Road: Primary	Motorized	None	(a), (b), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
149204	SV5902	0.99249	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
149205	SV5937	0.76221	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
149206	SV5937	0.23621	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
149433	TBD	0.0003	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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149439	TBD	0.00283	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
149441	TBD	0.09096	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
149442	TBD	0.00038	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
149443	TBD	0.06357	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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149444	TBD	0.07013	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
149447	TBD	0.12983	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
149448	TBD	0.11219	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
149450	TBD	0.05769	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
149451	139685	0.06166	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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149452	139685	0.06348	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
149454	TBD	0.00133	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
149459	TBD	0.34388	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
149461	TBD	0.165	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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149463	TBD	0.01885	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
149469	JV4303	0.08214	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
149473	JV4312	0.92885	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
149475	JV4310	0.58628	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
149476	TBD	0.00031	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
149477	JV4308	0.49892	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
149478	JV4308	1.00092	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
149480	JV4305	0.38987	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
149482	JV4304	0.50681	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
149483	JV4309	0.49089	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
149486	TBD	0.24962	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
149825	TBD	0.1025	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
149828	TBD	0.28756	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
149829	TBD	0.00033	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
149830	TBD	0.23391	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
149831	TBD	0.00074	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
149834	1021325	0.15287	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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149836	1021325	0.06572	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
149837	1021325	0.00068	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
149838	1021325	0.04542	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
149839	TBD	0.04783	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
149840	TBD	0.03701	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
149841	TBD	0.06247	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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149842	TBD	0.51991	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
149843	TBD	0.33259	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
149848	TBD	0.40834	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
149850	TBD	0.55925	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
149873	139685	0.1876	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
149876	TBD	0.30392	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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149877	TBD	0.08676	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
149878	TBD	0.84842	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
149879	TBD	0.55432	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
149880	TBD	0.25325	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
149881	TBD	0.19929	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
149882	TBD	0.06072	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
149883	TBD	0.65882	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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149884	TBD	0.07743	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
149885	TBD	0.04047	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
149886	TBD	0.5294	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
149889	TBD	0.13426	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
149890	TBD	0.24484	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
149891	TBD	0.10572	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
149900	TBD	0.31891	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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149910	TBD	0.509	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
149913	TBD	0.09488	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
149914	1120829	0.00722	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
149920	1120857	0.11191	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
149921	TBD	0.11646	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
149923	TBD	0.45104	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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149924	TBD	0.2459	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
149927	TBD	1.1727	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
149930	TBD	0.06208	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150213	TBD	0.01593	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150214	TBD	0.24368	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150215	TBD	0.5238	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150216	TBD	0.32626	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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150220	TBD	0.31044	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150221	TBD	0.03874	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150223	TBD	0.57856	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150226	TBD	0.2813	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150227	TBD	0.6382	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150228	TBD	0.51918	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150233	TBD	0.02563	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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150234	TBD	0.09471	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150240	TBD	0.33922	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150241	TBD	0.7	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150242	TBD	0.63562	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150243	TBD	0.40916	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150244	1103387	0.40787	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150245	1103398	0.38224	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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150246	TBD	0.05896	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150247	TBD	0.54283	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150248	TBD	0.4877	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150249	TBD	0.39699	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150250	TBD	0.18637	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150251	TBD	0.34883	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150252	TBD	0.12754	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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150253	TBD	0.26678	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150254	TBD	0.14188	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150301	TBD	0.51944	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150302	TBD	0.46156	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150303	TBD	0.60251	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150304	TBD	0.30942	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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150305	TBD	0.44573	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
150306	TBD	0.15927	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150307	TBD	0.15542	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150308	TBD	0.42029	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150309	TBD	0.09794	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150310	TBD	0.09959	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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150311	TBD	0.12375	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150312	TBD	0.09059	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150313	TBD	0.05363	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150314	TBD	0.33336	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150315	TBD	0.12842	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150316	TBD	0.17335	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150317	TBD	0.0828	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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150325	1103387	0.60443	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150326	1103399	0.03147	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150328	1120864	0.06205	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150329	JV4305	0.20314	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
150330	TBD	0.04282	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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150332	JV4305	0.24821	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
150334	JV4305	0.06243	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
150336	JV4305	0.16734	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
150337	TBD	0.05678	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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150339	TBD	0.26556	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150340	TBD	0.25542	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150341	TBD	0.11614	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150342	TBD	0.08232	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150343	TBD	0.08025	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150344	TBD	0.07463	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150345	TBD	0.18674	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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150346	TBD	0.07084	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150348	TBD	0.13487	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150349	TBD	0.07633	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150350	TBD	0.3794	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150351	TBD	0.22944	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150352	TBD	0.63294	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150353	TBD	0.21948	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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150358	TBD	0.03268	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150359	TBD	0.17982	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150360	TBD	0.0633	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150361	TBD	0.23049	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150362	TBD	0.08544	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150363	TBD	0.05524	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150364	TBD	0.09879	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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150365	TBD	0.02893	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150366	TBD	0.03435	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150367	TBD	0.1042	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150368	TBD	3.00495	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150369	TBD	0.10718	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150370	TBD	1.83775	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150371	TBD	0.1352	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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150372	TBD	0.27323	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150373	TBD	0.0769	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150383	TBD	0.06578	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150384	TBD	0.2532	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150388	TBD	0.41215	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150390	TBD	1.65401	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150391	TBD	0.12852	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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150393	TBD	0.10596	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150394	TBD	0.11295	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150395	TBD	0.47588	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150396	TBD	0.05764	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150398	TBD	0.09206	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150399	TBD	0.04916	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150400	TBD	0.01919	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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150401	TBD	0.02217	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
150407	TBD	0.9726	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
150408	TBD	0.00658	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150409	TBD	0.35641	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150445	TBD	0.28068	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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150446	TBD	0.17913	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150447	TBD	1.18119	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150448	TBD	0.31501	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150449	TBD	0.15789	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150450	TBD	1.44055	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150451	TBD	0.73551	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150452	TBD	0.88302	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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150453	TBD	0.04177	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150454	TBD	0.11831	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150455	TBD	0.03962	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150456	TBD	0.51531	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150458	TBD	0.23466	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150459	TBD	0.16163	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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150461	Old CA-58	0.23285	Primitive Road: Primary	Motorized	Street Legal	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
150463	TBD	0.18532	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150464	TBD	0.33941	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150465	TBD	0.17529	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150466	1120763	0.02585	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150467	1120716	0.0565	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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150468	TBD	0.17887	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150469	TBD	0.52956	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150470	TBD	0.25526	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150473	TBD	0.19974	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150483	1120710	0.01415	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150490	TBD	0.03475	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150492	TBD	0.65115	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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150493	TBD	0.27861	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150494	TBD	0.0482	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150495	TBD	0.16478	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150496	TBD	0.07423	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150497	TBD	0.38892	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150498	TBD	0.06033	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150499	TBD	0.08514	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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150500	TBD	0.26354	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150501	TBD	0.2591	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150502	TBD	0.04775	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150504	TBD	0.26251	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150505	TBD	0.10192	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
150507	TBD	0.02842	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
150767	TBD	0.00276	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
150800	947705	0.00549	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
151161	1127667	0.006	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
151204	TBD	0.0021	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
151209	SV5672	0.02521	Primitive Road: Primary	Motorized	Street Legal	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
151213	TBD	0.64127	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
151214	TBD	0.57328	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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151215	TBD	0.08134	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151217	TBD	0.00177	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
151218	TBD	0.00038	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
151220	TBD	1.33209	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151222	TBD	0.6324	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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151223	TBD	0.49389	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151224	TBD	0.09468	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151225	TBD	0.24893	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151226	SV6567	0.38285	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
151228	TBD	0.18025	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
151229	SV6505	1.04483	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
151230	TBD	0.0009	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
151231	TBD	0.00022	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
151232	TBD	0.55492	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
151234	TBD	0.04287	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151238	TBD	0.00026	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
151327	TBD	0.22947	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151329	TBD	0.62305	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151331	TBD	0.09969	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151336	TBD	0.92875	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
151338	TBD	0.2195	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151339	TBD	0.15389	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151340	TBD	0.04011	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151341	TBD	0.33062	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151342	TBD	0.10422	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151343	TBD	1.03379	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151344	TBD	0.86907	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
151345	TBD	0.13031	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151346	TBD	0.17266	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151347	TBD	0.08404	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151350	TBD	0.02506	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151351	TBD	0.01796	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151355	TBD	0.47134	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151356	TBD	0.07157	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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151357	TBD	0.38678	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151358	TBD	0.08573	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151359	TBD	0.10114	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151360	TBD	0.11494	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151362	TBD	0.09486	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151363	TBD	0.08411	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151364	TBD	0.07108	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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151365	TBD	0.28081	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151434	TBD	0.00042	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
151435	TBD	0.26562	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151437	TBD	0.38835	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151438	TBD	0.69714	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151439	TBD	1.16959	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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151441	TBD	0.8138	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151443	TBD	0.17723	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151444	TBD	0.71382	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151445	TBD	0.17861	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151448	TBD	4.00325	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151449	TBD	0.74384	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151450	TBD	0.14854	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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151451	TBD	0.31215	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151452	TBD	0.07056	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151454	TBD	0.612	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151455	TBD	0.43032	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151724	SV6564	0.54073	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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151726	SV6562	0.15451	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
151729	TBD	2.98022	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151730	TBD	0.94814	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151731	TBD	0.32421	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151732	TBD	4.71725	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151733	TBD	0.13341	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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151734	TBD	0.4031	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151736	TBD	0.38864	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151737	TBD	0.01084	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151738	TBD	0.01264	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151901	TBD	0.03943	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151902	TBD	0.28397	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151903	TBD	0.84933	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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151904	TBD	0.51475	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151905	TBD	0.10931	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151906	TBD	0.04973	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151907	TBD	0.03228	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151908	TBD	0.03539	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151909	TBD	0.06646	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151910	TBD	0.03618	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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151911	TBD	0.12134	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151912	TBD	0.07331	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151913	TBD	0.23244	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151914	TBD	0.06174	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151915	TBD	0.3767	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151916	TBD	0.0616	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151917	TBD	1.30154	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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151918	TBD	0.09696	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151919	TBD	0.05304	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151920	TBD	0.04673	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151921	TBD	0.28881	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151922	TBD	0.07593	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151923	TBD	0.0133	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151924	TBD	0.06192	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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151925	TBD	0.01733	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151926	TBD	0.54269	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151927	TBD	0.02481	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151928	TBD	0.04864	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151929	TBD	0.05207	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151930	TBD	0.03308	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151931	TBD	0.03949	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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151932	TBD	0.03123	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151933	TBD	0.76134	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151934	TBD	0.07524	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151935	TBD	0.47246	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151936	TBD	0.19239	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151937	TBD	0.36052	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151938	TBD	0.09752	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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151939	TBD	0.38206	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151940	TBD	0.08396	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151941	TBD	0.34963	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151942	TBD	0.34039	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151943	TBD	0.00033	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
151947	TBD	0.31263	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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151948	TBD	0.50736	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
151949	TBD	0.05333	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151951	TBD	0.54104	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151952	TBD	0.46919	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151953	TBD	2.63289	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151954	TBD	0.12814	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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151955	TBD	0.00109	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
151960	TBD	0.0003	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
151961	TBD	0.80953	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151962	TBD	2.14684	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151964	TBD	0.01966	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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151965	TBD	0.03078	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151966	TBD	0.02307	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151967	TBD	0.01265	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151968	TBD	0.01582	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151969	TBD	0.08766	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151970	TBD	0.0953	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151971	TBD	0.01665	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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151972	TBD	0.0744	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151973	TBD	0.06819	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151974	TBD	0.10583	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151975	TBD	0.03777	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151976	TBD	0.02379	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151977	TBD	0.03895	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151978	TBD	0.11139	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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151979	TBD	0.03681	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151980	TBD	0.03612	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151981	TBD	0.19739	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151982	TBD	0.13758	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151983	TBD	0.09349	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151984	TBD	0.03408	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151985	TBD	0.05369	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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151986	TBD	0.04149	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151987	TBD	0.01741	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151988	TBD	0.02962	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151989	TBD	0.03241	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151990	TBD	0.05888	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151995	TBD	0.04757	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
151996	TBD	0.04984	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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152060	TBD	0.0378	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
152061	TBD	0.01408	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
152062	TBD	0.0336	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
152065	TBD	0.00128	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
152066	TBD	0.14114	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
152068	TBD	0.17013	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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152069	TBD	0.00034	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
152070	TBD	0.05986	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
152071	TBD	1.18708	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
152086	TBD	1.23852	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
152087	TBD	0.60371	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
152088	TBD	0.89439	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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152089	TBD	0.18311	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
152092	TBD	0.00034	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
152094	TBD	0.00024	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
152095	TBD	0.00034	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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152098	SV6530	0.32883	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
152099	SV6533	0.26365	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
152100	TBD	0.12372	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
152101	TBD	0.35338	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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152102	TBD	1.39518	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
152104	TBD	0.00034	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
152106	TBD	0.51659	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
152107	TBD	0.7435	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
152108	TBD	0.00028	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
152111	TBD	0.06935	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
152112	SV6530	0.34124	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
152113	TBD	0.78674	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
152114	SV6536A	0.08394	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
152115	SV6536	0.09964	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
152116	TBD	0.00212	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
152117	SV6509	0.2363	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
152119	SV6530	0.11035	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
152121	TBD	0.10901	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
152125	TBD	0.12894	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
152126	SV6532	0.50651	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
152127	SV6530	0.17948	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
152128	SV6505	1.08383	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
152129	TBD	0.46353	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
152130	SV6531	0.6971	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
152132	TBD	1.14188	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
152133	TBD	0.29973	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
152134	TBD	0.00592	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
152135	TBD	0.68156	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
152136	TBD	0.93205	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
152137	TBD	0.13771	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
152138	TBD	0.35919	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
152139	TBD	0.05018	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
152140	TBD	0.04569	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
152141	TBD	0.01981	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
152142	TBD	3.67402	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
152143	TBD	0.77434	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
152144	TBD	0.50028	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
152145	TBD	0.61581	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
152146	TBD	0.60362	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
152147	TBD	1.37768	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
152149	TBD	0.08618	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
152150	TBD	0.97687	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
152151	TBD	0.13477	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
152156	TBD	0.56935	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
152157	SV6524	0.64379	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
152158	TBD	0.00056	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
152159	TBD	0.00132	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
152160	TBD	0.0038	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
152161	SV6524	0.51833	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
152162	SV6532	0.00804	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
152163	TBD	0.05144	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
152164	SV6515	2.41761	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
152166	TBD	0.63092	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
152167	TBD	0.38159	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
152168	TBD	0.00035	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
152358	SV2660C	0.40149	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
152359	TBD	0.96014	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
152360	TBD	0.0003	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
152362	TBD	0.71547	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
152365	SV6524	0.12587	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
152366	TBD	0.24801	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
152367	TBD	0.83552	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
152368	TBD	0.56186	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
152369	SV6524	1.79919	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
152370	SV6524	1.0901	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
152433	TBD	0.00027	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
152435	TBD	0.27062	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
152436	TBD	0.05293	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
152440	TBD	0.0006	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
152441	TBD	0.94293	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
152442	SV2642	2.05699	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
152444	SV2681	0.19379	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
152446	TBD	0.39144	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
152447	SV2682	0.85054	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
152448	SV2682	0.45231	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
152449	TBD	0.07258	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
152452	TBD	0.00045	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
152454	TBD	0.06125	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
152455	TBD	0.03727	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
152456	TBD	0.24686	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
152458	TBD	0.50209	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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152459	TBD	0.00072	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
152461	TBD	0.00176	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
152462	TBD	0.00074	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
152467	TBD	0.08479	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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152469	TBD	0.06185	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
152471	TBD	0.01464	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
152472	SV2648	1.6446	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
152473	SV2644	1.05023	Primitive Road: Primary	Motorized	Street Legal	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
152474	SV2642	1.95085	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
152475	SV2649	0.35453	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
152476	TBD	0.68531	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
152477	TBD	0.11936	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
152478	TBD	0.11886	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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152479	TBD	0.51234	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
152480	TBD	0.00022	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
152481	SV2655	0.73344	Primitive Road: Primary	Motorized	Street Legal	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
152482	SV2652	0.93459	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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152483	SV2654	0.70057	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
152484	TBD	0.00074	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
152485	TBD	0.23292	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
152486	TBD	0.71791	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
152487	TBD	0.18483	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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152488	TBD	0.25975	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
152489	TBD	0.17542	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
152490	TBD	0.26843	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
152491	TBD	3.3E-05	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
152492	TBD	0.0019	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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152493	TBD	0.00226	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
152494	TBD	0.00257	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
152499	TBD	0.30154	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
152500	TBD	0.2468	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
152501	TBD	0.05816	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
152502	TBD	0.28796	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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152503	TBD	0.33434	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
152504	TBD	0.30219	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
152505	TBD	0.10316	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
152509	TBD	0.0007	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
152510	SV2665	1.49441	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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152511	SV2660	2.63008	Primitive Road: Primary	Motorized	Street Legal	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
152512	SV2656	0.78635	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
152513	SV2659	1.87441	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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152514	SV2663	0.3603	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
152515	SV2662	1.34398	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
152516	TBD	0.69958	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
152517	TBD	0.26095	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
152518	TBD	0.26469	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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152519	TBD	0.17744	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
152520	TBD	0.1694	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
152521	TBD	0.00033	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
152524	TBD	0.29303	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
152525	SV2661	0.00839	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
152526	TBD	0.87798	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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152527	TBD	0.19682	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
152528	TBD	0.47576	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
152529	TBD	0.74233	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
152530	TBD	0.33866	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
152531	TBD	0.39404	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
152532	TBD	2.31102	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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152533	TBD	0.22483	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
152534	TBD	0.14628	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
152539	SV2681	0.86513	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
152540	SV2681	0.12795	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
152552	TBD	0.23729	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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152553	NR8427A	0.34334	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
152554	NR8427	0.36777	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
152555	TBD	0.33318	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
152556	TBD	0.02345	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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152557	TBD	0.02879	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
152558	TBD	0.01211	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
152559	TBD	0.01768	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
152560	TBD	0.00833	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
152561	TBD	0.16586	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
152562	TBD	0.29784	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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152563	TBD	0.28319	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
152564	OM7389	0.15664	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
152568	TBD	0.00066	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
152570	TBD	0.0544	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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152571	TBD	0.49073	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
152572	TBD	0.21315	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
152573	TBD	0.4653	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
152574	TBD	1.03569	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
152831	TBD	0.37765	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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152833	TBD	0.14756	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
152835	SV2669	0.54229	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
152836	TBD	0.00064	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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152838	SV2667	0.76334	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
152839	TBD	0.16364	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
152840	SV2660A	0.1997	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
152841	TBD	0.19826	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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152842	SV2665	0.18778	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
152843	SV2657	0.64377	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
152844	TBD	0.0004	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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152846	TBD	0.00027	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
152847	SV2653	0.39807	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
152848	SV2653	0.24535	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
152849	TBD	0.40493	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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152850	TBD	0.18692	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
152851	TBD	0.21943	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
152852	TBD	0.00029	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
152854	SV2651	0.27341	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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152856	TBD	0.71793	Primitive Road: Primary	Motorized	Street Legal	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
152857	TBD	0.00032	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
152859	TBD	0.19048	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
152862	TBD	0.49326	Primitive Road: Primary	Motorized	Authorized/Permitted	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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152863	TBD	0.00036	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
152864	TBD	0.77169	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
152866	TBD	0.8479	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
152867	TBD	0.00321	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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152869	TBD	0.36892	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
152870	TBD	0.23743	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
152873	SV7304	0.02528	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
152874	SV7302	0.02955	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
152889	TBD	0.00987	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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152890	TBD	0.01158	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
152896	TBD	0.28726	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
152897	TBD	0.35693	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
152898	TBD	0.06916	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
152899	TBD	0.074	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
152955	TBD	0.26337	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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152956	TBD	0.32725	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
152965	TBD	0.00113	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
153219	TBD	0.00327	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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153220	TBD	0.00162	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
153221	TBD	0.16445	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153222	TBD	0.00053	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
153223	TBD	0.01985	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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153224	TBD	0.06192	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
153225	TBD	0.12812	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153226	TBD	0.00079	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
153227	TBD	0.24625	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153229	TBD	0.21987	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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153231	TBD	0.62672	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153232	SV2642	0.04841	Primitive Road: Primary	Motorized	Street Legal	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
153233	TBD	0.00148	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153234	TBD	0.40418	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153235	SV2642	0.48018	Primitive Road: Primary	Motorized	Street Legal	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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153236	TBD	0.09562	Primitive Road: Primary	Motorized	Street Legal	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
153237	TBD	0.31253	Primitive Road: Primary	Motorized	Street Legal	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
153238	TBD	0.40592	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153239	TBD	0.03898	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
153240	TBD	0.02514	Primitive Road: Primary	Motorized	Street Legal	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
153241	TBD	0.07238	Primitive Road: Primary	Motorized	Street Legal	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
153242	TBD	0.0328	Primitive Road: Primary	Motorized	Street Legal	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
153243	TBD	0.25291	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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153244	TBD	0.33049	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153245	TBD	0.14904	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153246	TBD	0.06992	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153247	TBD	0.09519	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153248	TBD	0.14783	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153249	TBD	0.01995	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153250	TBD	0.02079	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
153251	TBD	0.05371	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153252	TBD	0.04989	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153253	TBD	0.02801	Primitive Road: Primary	Motorized	Street Legal	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
153254	TBD	0.02898	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153255	TBD	0.09172	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153256	TBD	0.03586	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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153257	TBD	0.05515	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153258	TBD	0.02717	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153259	TBD	0.03326	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153260	TBD	0.10644	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153261	TBD	0.06448	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153262	TBD	0.1253	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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153263	TBD	0.05851	Primitive Road: Primary	Motorized	Street Legal	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
153264	TBD	0.00558	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153265	TBD	0.03964	Primitive Road: Primary	Motorized	Street Legal	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
153266	TBD	0.02281	Primitive Road: Primary	Motorized	Street Legal	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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153267	TBD	0.02876	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153268	TBD	0.02165	Primitive Road: Primary	Motorized	Street Legal	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
153269	TBD	0.08304	Primitive Road: Primary	Motorized	Street Legal	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
153270	TBD	0.08835	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153271	TBD	0.06011	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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153272	TBD	0.00138	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153273	TBD	0.06521	Primitive Road: Primary	Motorized	Street Legal	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
153274	TBD	0.01355	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153275	TBD	0.17159	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153276	TBD	0.05458	Primitive Road: Primary	Motorized	Street Legal	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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153277	TBD	0.04844	Primitive Road: Primary	Motorized	Street Legal	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
153278	TBD	0.06512	Primitive Road: Primary	Motorized	Street Legal	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
153279	TBD	0.09374	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153280	TBD	0.40807	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153281	TBD	0.0737	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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153282	TBD	0.03447	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153283	TBD	0.08316	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153284	TBD	0.9108	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
153285	TBD	0.12863	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153289	TBD	0.25177	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153290	TBD	0.22012	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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153291	TBD	0.00105	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
153293	TBD	0.06258	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
153294	TBD	0.34733	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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153298	TBD	0.06256	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
153299	TBD	0.06256	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
153300	TBD	0.37566	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
153301	TBD	0.37515	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
153302	TBD	0.00068	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
153303	TBD	0.08879	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153305	TBD	0.16789	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
153311	TBD	0.08374	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153312	TBD	0.93288	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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153313	TBD	0.10612	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153314	TBD	1.10125	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153315	TBD	0.54499	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153316	TBD	0.16339	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153317	TBD	0.11181	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153318	TBD	0.18968	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153321	TBD	0.1286	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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153322	TBD	0.15771	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153324	TBD	0.40134	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153325	TBD	0.28062	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153326	TBD	0.02696	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153327	TBD	0.03979	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153328	TBD	0.52014	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153329	TBD	0.04278	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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153330	TBD	0.07478	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153331	TBD	0.02153	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153333	TBD	0.00784	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153334	TBD	0.00037	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
153336	TBD	0.16278	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153338	TBD	0.4374	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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153339	TBD	0.01725	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153340	TBD	0.09333	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153341	TBD	0.05157	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153342	TBD	0.10424	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153343	TBD	0.09358	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153344	TBD	0.01462	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153346	TBD	0.12484	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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153347	TBD	0.05347	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153349	TBD	0.24586	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153350	TBD	0.08487	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153351	TBD	0.09199	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153352	TBD	0.22663	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153353	TBD	0.36231	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153354	TBD	0.07304	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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153355	TBD	0.07973	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153356	TBD	0.29823	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153357	TBD	0.02716	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153358	OM6628	0.42526	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
153359	OM6628	0.14207	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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153360	TBD	0.35351	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153361	TBD	0.15201	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153362	TBD	0.21595	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153391	TBD	0.17472	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153396	TBD	0.00034	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
153397	TBD	0.08222	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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153398	TBD	0.14287	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153399	TBD	0.64633	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153400	TBD	0.00023	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
153402	TBD	0.12316	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153403	TBD	0.12916	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153404	TBD	0.02839	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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153475	SV6526	0.21961	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
153476	TBD	0.23729	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153477	TBD	0.13743	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153478	SV6515	1.10887	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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153493	SV6520	0.65192	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
153494	TBD	0.42001	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153495	SV6518	0.77445	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
153496	SV6521	0.26166	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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153497	SV6520	0.31104	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153498	SV6521	0.11903	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
153499	SV6518	0.3989	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153500	TBD	0.47198	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153501	TBD	0.94937	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153502	TBD	0.11235	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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153503	TBD	0.39407	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153504	TBD	0.18442	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153505	TBD	0.23724	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153513	TBD	0.39843	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153514	TBD	0.33411	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153515	TBD	1.12402	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153516	TBD	0.48126	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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153517	TBD	0.26751	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153518	TBD	0.08584	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153519	SV6528	1.30101	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
153521	SV6525	0.10286	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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153522	SV6525	1.01518	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
153523	TBD	0.30427	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153524	SV6519	0.73161	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
153525	TBD	0.42736	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153526	TBD	0.92386	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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153527	TBD	0.08343	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153594	SV6557	0.37025	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
153595	SV6559	0.25575	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
153596	TBD	0.03603	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153629	TBD	0.8247	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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153632	TBD	0.37869	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153633	TBD	0.01621	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153634	TBD	0.1311	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153635	TBD	0.14495	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153636	OM6618	0.85949	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
153637	TBD	0.75787	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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153638	OM6621	1.03148	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
153639	TBD	0.09347	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153640	OM6640	1.64322	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
153641	OM6600	1.65584	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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153642	OM6625	0.26293	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
153643	OM6623	0.50282	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
153644	TBD	0.72352	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153729	TBD	0.00046	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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153737	SV6511	0.28205	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
153738	SV6514	0.22808	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
153740	TBD	0.00049	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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153741	TBD	0.00022	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
153742	TBD	0.00095	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
153743	SV6511	0.84918	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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153744	SV6516	0.96679	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
153745	TBD	0.43403	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153746	TBD	0.24146	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153747	SV6522	0.50109	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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153748	SV6527	0.93508	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
153749	TBD	0.22935	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153750	TBD	0.07721	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153751	TBD	0.15166	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153752	TBD	0.06193	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153753	TBD	0.19321	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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153754	TBD	0.13945	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153755	TBD	0.16115	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153756	TBD	0.3751	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153757	TBD	0.70332	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153759	TBD	0.84552	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153760	TBD	0.08732	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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153761	SV6529	0.40751	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
153762	TBD	0.23163	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153763	TBD	0.73617	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153764	TBD	0.27178	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153765	TBD	0.51875	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153766	TBD	0.70756	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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153767	TBD	0.13562	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153768	TBD	0.00126	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
153779	SV6512	1.0919	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
153781	SV6511	0.28349	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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153795	TBD	0.00039	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
153796	SV6511	0.00457	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
153797	TBD	0.00203	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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153798	TBD	0.00243	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
153800	SV6510	0.43188	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
153801	TBD	0.00026	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
153803	TBD	0.58172	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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153805	TBD	0.17126	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153809	TBD	0.00028	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
153810	TBD	0.07881	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153811	TBD	0.04613	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153813	TBD	0.13729	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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153815	SV6527	0.937	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
153972	SV6525	0.5371	Primitive Road: Primary	Motorized	Street Legal	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
153974	TBD	0.00275	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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153975	SV6510	0.28029	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
153976	TBD	0.00067	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
153977	TBD	0.13509	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
153978	TBD	0.0004	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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153979	TBD	0.02756	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154039	TBD	0.17368	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154041	TBD	0.18291	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154047	TBD	0.09442	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154050	TBD	0.05983	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154052	TBD	0.49372	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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154053	TBD	0.13663	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
154054	TBD	0.23188	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
154055	TBD	0.28596	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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154056	TBD	0.02	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
154062	TBD	1.10141	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
154063	TBD	0.00035	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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154064	TBD	0.02851	Primitive Road: Primary	Motorized	Authorized/Permitted	(d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
154065	TBD	0.02766	Primitive Road: Primary	Motorized	Authorized/Permitted	(d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
154066	SV6523	0.33434	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
154067	TBD	0.03437	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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154069	TBD	0.0003	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
154073	SV6508	0.9309	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
154074	TBD	0.17125	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
154080	TBD	0.13423	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
154085	TBD	0.01293	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
154087	TBD	0.00104	Primitive Road: Primary	Motorized	None	(a), (b), (c)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
154089	TBD	0.00028	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
154091	TBD	0.10816	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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154092	TBD	0.00022	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
154093	TBD	0.00723	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154094	TBD	0.00181	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
154095	TBD	0.12336	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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154096	TBD	0.00064	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
154097	TBD	0.06043	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154098	TBD	0.38482	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154099	TBD	0.20641	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154101	TBD	0.0009	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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154102	TBD	0.13756	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154104	TBD	0.19366	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154107	TBD	0.00103	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
154108	TBD	0.2277	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154109	TBD	1.20949	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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154110	TBD	1.23126	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
154114	SV6555	0.11479	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
154115	TBD	0.28318	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154117	TBD	0.56432	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154119	TBD	0.12774	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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154121	TBD	0.92617	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154122	TBD	0.28416	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154123	TBD	0.19167	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154124	TBD	1.16104	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
154125	TBD	0.13776	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154126	TBD	0.07582	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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154128	TBD	0.40983	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154129	TBD	0.1267	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154130	TBD	0.02257	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
154131	TBD	0.16031	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154142	TBD	0.00061	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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154143	TBD	0.00106	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
154144	TBD	0.08881	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154145	SV6525	0.602	Primitive Road: Primary	Motorized	Street Legal	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
154146	TBD	0.00061	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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154149	SV6555	0.94439	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
154150	TBD	0.0945	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154151	TBD	0.09078	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154152	TBD	0.11243	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154153	TBD	0.97868	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
154154	TBD	0.00263	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
154155	TBD	0.00104	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
154169	TBD	0.00029	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
154171	TBD	0.50197	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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154172	SV2647	0.92415	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
154173	TBD	0.00032	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
154174	TBD	1.11437	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154176	SV2642	1.02887	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
154177	TBD	0.00027	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
154178	SV2641	0.41599	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
154179	SV2641	0.25287	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
154180	TBD	0.415	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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154181	TBD	0.00035	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
154184	SV2653	0.04224	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
154185	SV2654	0.03155	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
154186	TBD	0.4533	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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154196	TBD	0.25565	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154203	TBD	0.22084	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154204	TBD	0.36237	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154205	TBD	0.14747	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154206	TBD	0.12864	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154208	TBD	0.18045	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154209	TBD	0.15461	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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154210	TBD	0.37468	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154211	TBD	0.41923	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154212	TBD	0.19193	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154213	TBD	0.18074	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154214	TBD	0.23865	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154215	TBD	0.13028	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154216	TBD	1.27259	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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154217	TBD	1.1187	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154218	TBD	0.21858	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154219	TBD	0.21888	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154220	TBD	0.4169	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154221	TBD	0.00319	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
154222	TBD	0.22694	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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154223	TBD	0.05378	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154224	TBD	0.00033	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
154225	TBD	0.00101	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
154230	TBD	0.0878	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
154231	TBD	0.55346	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154232	SV2639	0.33328	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
154233	TBD	0.15123	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154234	TBD	0.25788	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154235	TBD	0.57949	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
154236	TBD	0.00048	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
154237	TBD	0.20003	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154317	TBD	0.00026	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
154325	TBD	0.00024	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
154330	TBD	0.56253	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154331	TBD	0.02011	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154343	TBD	0.00051	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
154397	SV2671	2.03192	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154401	TBD	0.01612	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
154402	TBD	0.14337	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154406	TBD	3.6032	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
154407	SV2674	1.26411	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
154410	TBD	0.74811	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
154411	SV2674	0.69925	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
154412	SV2672	0.39976	Primitive Road: Primary	Motorized	None	(b), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
154413	SV2672	0.15532	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154414	TBD	1.23	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154417	TBD	0.4266	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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154429	TBD	0.15832	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
154433	TBD	0.53574	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154553	TBD	0.00045	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
154558	TBD	0.00023	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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154573	TBD	0.08758	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154574	TBD	0.10222	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154575	TBD	0.3611	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154576	TBD	0.20393	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154577	TBD	0.20587	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154578	TBD	0.25273	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154579	TBD	0.34773	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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154580	TBD	0.26663	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154581	TBD	0.07473	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154582	TBD	0.12057	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154583	TBD	0.09368	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154584	TBD	0.20915	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154585	TBD	0.50006	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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154586	TBD	0.17812	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154587	TBD	0.01457	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154588	TBD	0.07945	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154589	TBD	0.51357	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154590	TBD	0.16845	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154591	TBD	0.07893	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154592	TBD	0.12533	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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154593	TBD	0.03092	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154594	TBD	0.16805	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154595	TBD	0.10843	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154596	TBD	0.06865	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154597	TBD	0.04057	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154598	TBD	0.06838	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154599	TBD	0.02422	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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154600	TBD	0.16528	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154601	TBD	0.05602	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154602	TBD	0.03869	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154603	TBD	0.06873	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154604	TBD	0.07822	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154605	TBD	0.00026	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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154606	TBD	0.47772	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154607	TBD	0.28952	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154608	TBD	0.01603	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
154609	TBD	0.09531	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154610	TBD	0.03698	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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154611	TBD	0.00083	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
154612	TBD	0.1903	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
154613	TBD	0.07731	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154614	TBD	0.10709	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154615	TBD	0.00047	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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154617	TBD	0.18344	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154618	TBD	0.15632	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154619	TBD	0.08217	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154620	TBD	0.25388	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154621	TBD	0.21532	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154622	TBD	0.0436	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154623	TBD	0.07789	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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154624	TBD	0.05585	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154625	TBD	0.00848	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
154626	TBD	0.01657	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154627	TBD	0.16931	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154639	TBD	0.0874	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154640	TBD	0.053	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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154653	TBD	0.02276	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154658	TBD	0.27873	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154674	TBD	0.01003	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154675	TBD	0.05243	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154679	TBD	0.00673	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154711	TBD	0.26236	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
154712	TBD	0.00106	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
154713	TBD	0.06885	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154714	TBD	0.00024	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
154715	TBD	0.03966	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
154726	TBD	0.00037	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
154728	TBD	0.15054	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154729	TBD	0.04042	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154730	TBD	0.02516	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154731	TBD	0.25422	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154732	TBD	0.12114	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
154733	TBD	0.11546	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154734	TBD	0.06554	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154735	TBD	0.00415	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154736	TBD	0.39799	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154737	TBD	0.08448	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154738	TBD	0.03867	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154739	TBD	0.06312	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
154740	TBD	0.05998	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154741	TBD	0.00802	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154742	TBD	0.38614	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154743	TBD	0.40485	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154745	TBD	0.46908	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154746	TBD	0.69763	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154747	TBD	0.06916	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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154748	TBD	0.1252	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154896	TBD	0.0705	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154897	TBD	0.16278	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154898	TBD	0.5916	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154911	TBD	0.00087	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
154913	TBD	0.16272	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
154914	TBD	0.29836	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154915	TBD	0.06871	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154916	TBD	0.12289	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154917	TBD	0.03881	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154918	TBD	0.1425	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154919	TBD	0.19822	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154920	TBD	0.15055	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
154927	TBD	0.00063	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
154929	TBD	0.05896	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154930	TBD	0.06291	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154931	TBD	0.0045	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
154932	TBD	0.28687	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
154933	TBD	0.0004	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
154934	TBD	0.13678	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154935	TBD	0.04957	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154938	TBD	0.342	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154939	TBD	0.0232	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154940	TBD	0.09028	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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154941	TBD	0.00034	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
154942	TBD	0.08763	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154943	TBD	0.06818	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154944	TBD	0.0564	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154945	TBD	0.04633	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154946	TBD	0.16792	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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154947	TBD	0.03303	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154981	TBD	0.23255	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154983	TBD	0.02669	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154985	TBD	0.13138	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154989	TBD	0.22538	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
154997	TBD	0.02811	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155000	TBD	0.09659	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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155010	TBD	0.0671	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155011	TBD	0.04803	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155012	TBD	0.01601	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155018	TBD	0.091	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155020	TBD	0.00049	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
155317	TBD	0.08489	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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155318	TBD	0.07943	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155319	TBD	0.05537	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155320	TBD	0.18115	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155321	TBD	0.08574	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155322	TBD	0.0409	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155323	TBD	0.02252	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155324	TBD	0.25064	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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155325	TBD	0.09783	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155326	TBD	0.18087	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155327	TBD	0.05444	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155328	TBD	0.17791	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155329	TBD	0.06675	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155330	TBD	0.13795	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155331	TBD	0.04386	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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155332	TBD	0.64569	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155333	TBD	0.02846	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155334	TBD	0.09408	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155335	TBD	0.21333	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155336	TBD	0.15616	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155337	TBD	0.25799	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155338	TBD	0.11766	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
155339	TBD	0.17476	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155340	TBD	0.13767	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155341	TBD	0.38551	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155342	TBD	0.03359	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155343	TBD	0.11796	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155344	TBD	0.03323	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155360	TBD	0.01126	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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155361	TBD	0.0156	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155369	TBD	0.37561	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
155370	TBD	0.2513	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
155371	TBD	0.27428	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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155372	TBD	0.11738	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
155373	TBD	0.00791	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155413	TBD	0.14018	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155461	TBD	0.00286	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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155462	TBD	0.00224	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
155463	TBD	0.00411	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
155524	TBD	0.0836	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155529	TBD	0.00052	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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155621	TBD	0.00022	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
155645	TBD	0.00069	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
155647	TBD	0.00221	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
155673	TBD	0.20169	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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155674	TBD	0.12041	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155675	TBD	0.00465	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155676	TBD	0.03718	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155677	TBD	0.05333	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155678	TBD	0.04374	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155679	TBD	0.06237	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155680	TBD	0.03263	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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155681	TBD	0.03462	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155682	TBD	0.0369	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155683	TBD	0.04067	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155684	TBD	0.06858	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155685	TBD	0.01324	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155686	TBD	0.04455	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155687	TBD	0.03516	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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155688	TBD	0.09448	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155689	TBD	0.10481	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155690	TBD	0.02837	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155691	TBD	0.03015	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155692	TBD	0.0638	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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155693	TBD	0.0747	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
155694	TBD	0.11572	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155695	TBD	0.03311	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155696	TBD	0.04207	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155697	TBD	0.06663	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155698	TBD	0.02536	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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155701	TBD	0.04229	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155702	TBD	0.14889	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155703	TBD	0.01481	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155704	TBD	0.01393	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155705	TBD	0.03127	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155711	TBD	0.17832	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155712	TBD	0.19232	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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155713	TBD	0.03894	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155714	TBD	0.49199	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
155715	TBD	0.42587	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155716	TBD	0.54743	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155717	TBD	0.62175	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155718	TBD	0.03586	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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155719	TBD	0.00565	Primitive Road: Primary	Motorized	None	(c)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
155720	TBD	0.16848	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155721	TBD	0.01915	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155722	TBD	0.06071	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155723	TBD	0.14406	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155724	TBD	0.80392	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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155732	TBD	0.78524	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155734	TBD	0.62795	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155735	TBD	1.16056	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155736	TBD	0.18853	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155738	TBD	1.07435	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155739	TBD	0.4806	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155740	TBD	0.84092	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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155741	TBD	0.73362	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155742	TBD	0.11876	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155743	TBD	2.28987	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155745	TBD	0.01393	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155747	TBD	0.03079	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155748	TBD	0.1262	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155749	TBD	0.57624	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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155750	TBD	1.23437	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155751	TBD	0.02417	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155752	TBD	0.05454	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155754	TBD	0.25006	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
155755	TBD	0.05072	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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155756	TBD	0.29981	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
155758	TBD	0.11523	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
155760	TBD	0.13931	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155761	TBD	0.23423	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155762	TBD	0.1268	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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155763	TBD	0.03648	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155764	TBD	0.02286	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155765	TBD	0.1316	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155766	TBD	0.28749	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155767	TBD	0.02612	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155768	TBD	0.10551	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155769	TBD	0.0126	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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155770	TBD	0.01123	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155771	TBD	0.01104	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155772	TBD	0.01037	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155773	TBD	0.04032	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155774	TBD	0.16809	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155775	TBD	0.11219	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155776	TBD	0.01315	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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155777	TBD	0.01017	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155778	TBD	0.04305	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155779	TBD	0.07954	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155780	TBD	0.10756	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155781	TBD	0.32818	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155782	TBD	0.0414	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155783	TBD	0.02161	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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155784	TBD	0.03814	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155785	TBD	0.02914	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155786	TBD	0.08079	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155787	TBD	0.05891	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155788	TBD	0.05402	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155789	TBD	0.01099	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155790	TBD	0.01057	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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155791	TBD	0.01664	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155792	TBD	0.02811	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155793	TBD	0.05662	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155794	TBD	0.13505	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155795	TBD	0.04758	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155797	TBD	0.06584	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155798	TBD	0.02901	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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155799	TBD	0.06836	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155800	TBD	0.0117	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155802	TBD	0.26479	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155803	TBD	0.05259	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155804	TBD	0.05455	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155805	TBD	0.00776	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155806	TBD	0.03954	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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155807	TBD	0.03992	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155808	TBD	0.05064	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155809	TBD	0.14571	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155810	TBD	0.04866	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155811	TBD	0.03311	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155812	TBD	0.06675	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155813	TBD	0.03718	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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155814	TBD	0.14641	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155815	TBD	0.06729	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155816	TBD	0.11804	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155817	TBD	0.01074	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155818	TBD	0.05097	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155819	TBD	0.09207	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155820	TBD	0.15133	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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155821	TBD	0.09925	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155822	TBD	0.04847	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155823	TBD	0.1048	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155824	TBD	0.0713	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155825	TBD	0.01133	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155826	TBD	0.03932	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155827	TBD	0.02878	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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155828	TBD	0.0166	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155829	TBD	0.01965	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155830	TBD	0.03626	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155833	TBD	0.06378	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155834	TBD	0.07315	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155835	TBD	0.01511	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155836	TBD	0.08233	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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155837	TBD	0.07679	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155838	TBD	0.00656	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155839	TBD	0.17075	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155840	TBD	0.14428	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155841	TBD	0.11449	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155842	TBD	0.02421	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155843	TBD	0.061	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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155844	TBD	0.22274	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155845	TBD	0.08908	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155846	TBD	0.02575	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155848	TBD	0.09901	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155849	TBD	0.02646	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155850	TBD	0.0788	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155851	TBD	0.07875	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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155852	TBD	0.17444	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155853	TBD	0.16664	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155854	TBD	0.03549	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155855	TBD	0.01796	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155856	TBD	0.03693	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155857	TBD	0.05992	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155858	TBD	0.04012	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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155859	TBD	0.06217	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155860	TBD	0.02613	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155861	TBD	0.47407	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155862	TBD	0.20172	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155863	TBD	0.05698	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155864	TBD	0.0399	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155865	TBD	0.18218	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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155866	TBD	0.03111	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155867	TBD	0.23053	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155868	TBD	0.06382	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155869	SV2614	0.11137	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
155870	TBD	0.06725	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155871	TBD	0.03822	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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155872	TBD	0.03185	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155873	TBD	0.0547	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155874	TBD	0.02123	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155875	TBD	0.25656	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155876	TBD	0.22647	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155877	TBD	0.04164	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155878	TBD	0.03124	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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155879	TBD	0.06484	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155881	TBD	0.00772	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155882	TBD	0.00553	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155891	TBD	0.00032	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
155908	TBD	0.45347	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155909	TBD	0.35217	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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155910	TBD	0.07092	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155911	TBD	0.11559	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155912	TBD	0.24885	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155913	TBD	0.04544	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155914	TBD	0.26036	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155915	TBD	0.36633	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155916	TBD	0.19596	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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155917	TBD	0.20705	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155918	TBD	0.17121	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155919	TBD	0.15348	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155920	TBD	0.11845	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155921	TBD	0.02425	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155922	TBD	0.0457	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155923	TBD	0.04351	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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155924	TBD	0.03237	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155925	TBD	0.04152	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155926	TBD	0.0465	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155927	TBD	1.07832	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155928	TBD	0.36218	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155929	TBD	0.27421	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155930	TBD	0.05744	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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155931	TBD	0.07083	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155932	TBD	0.13544	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155933	TBD	0.05013	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155934	TBD	0.09735	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155935	TBD	0.07615	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155936	TBD	0.12051	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155937	TBD	0.10015	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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155938	TBD	0.01943	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155939	TBD	0.1323	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155940	TBD	0.03332	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155941	TBD	0.06247	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155942	TBD	0.0346	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155943	TBD	0.11314	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155944	TBD	0.19322	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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155945	TBD	0.03373	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155946	TBD	0.02916	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155947	TBD	0.08004	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155948	TBD	0.02727	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155949	TBD	0.07344	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155950	TBD	0.04013	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155958	TBD	0.07082	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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155971	TBD	0.04558	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155972	TBD	0.11387	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155973	TBD	0.03678	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155974	TBD	0.01481	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155976	TBD	0.33227	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155977	OM6635	0.48854	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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155978	TBD	0.2063	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155979	TBD	0.12991	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
155980	OM6631	0.45453	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
155981	TBD	0.21578	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156094	OM6631	0.07355	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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156095	TBD	0.21042	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156096	TBD	0.06296	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156186	TBD	0.03107	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
156191	TBD	0.06491	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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156193	TBD	0.00162	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
156195	TBD	0.01929	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
156196	TBD	0.01407	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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156197	TBD	0.00069	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
156198	TBD	0.09665	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
156199	TBD	0.00825	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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156202	TBD	0.01359	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
156203	TBD	0.04012	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156204	TBD	0.02666	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156205	TBD	0.02458	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156208	TBD	0.00277	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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156209	TBD	0.02184	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156210	TBD	0.03319	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156211	TBD	0.05713	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156212	TBD	0.04855	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156213	TBD	0.03306	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156214	TBD	0.02854	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156215	TBD	0.01355	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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156216	TBD	0.04557	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156217	TBD	0.0067	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156222	TBD	0.02953	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156226	TBD	0.01756	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156228	TBD	0.01229	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156229	TBD	0.01608	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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156264	TBD	0.00113	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
156281	TBD	0.00941	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156283	TBD	0.0078	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156284	TBD	0.17698	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156286	TBD	0.00671	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156287	TBD	0.02842	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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156288	TBD	0.0388	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156290	TBD	0.00196	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
156292	TBD	0.06388	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156293	TBD	0.03564	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156298	TBD	0.08495	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
156299	TBD	0.00078	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
156302	TBD	0.63077	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156303	TBD	0.05604	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156304	TBD	0.26357	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156305	TBD	0.31897	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156306	TBD	0.05576	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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156307	TBD	0.36976	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156308	TBD	0.3701	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156309	TBD	0.89958	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156313	TBD	0.03517	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156314	TBD	0.02522	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156315	TBD	0.0084	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156316	TBD	0.15737	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
156317	TBD	0.03566	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156318	OM6600	0.41221	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
156319	OM6600	0.32703	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
156320	TBD	0.40759	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156321	TBD	0.15943	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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156322	TBD	0.04142	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156323	TBD	0.03557	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156335	TBD	0.15032	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
156336	TBD	0.056	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156337	TBD	0.12571	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156338	TBD	0.03472	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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156339	TBD	0.0899	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156340	TBD	0.06894	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
156341	TBD	0.99915	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156342	TBD	0.4226	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156343	TBD	0.09015	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156344	TBD	0.14638	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
156345	TBD	0.00062	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
156346	TBD	0.00023	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
156347	TBD	0.59361	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156348	TBD	0.23021	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156349	TBD	0.39787	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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156350	TBD	1.38095	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156352	TBD	0.01285	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156354	TBD	0.04291	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
156355	SV2660C	0.34639	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
156357	TBD	0.0004	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
156358	TBD	0.14109	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156359	TBD	1.53819	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156366	TBD	0.00171	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
156367	TBD	0.00033	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
156379	TBD	0.32677	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156380	TBD	0.00065	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
156383	TBD	0.6875	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
156384	TBD	0.22799	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156385	TBD	0.06749	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156386	TBD	0.4689	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156387	TBD	0.03935	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
156389	TBD	0.11213	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156390	TBD	0.32638	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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156391	TBD	0.08455	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156392	TBD	0.08764	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156398	TBD	0.16405	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156399	TBD	0.45909	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156402	TBD	1.37933	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156403	TBD	0.48934	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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156404	SV6504	0.12266	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
156405	SV6504	0.92356	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
156406	TBD	0.12868	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156407	TBD	0.35222	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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156408	TBD	0.00063	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
156409	TBD	0.00063	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
156410	SV6555	0.34168	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
156411	SV6506	0.13822	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
156412	SV6504	0.22475	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
156413	TBD	0.65344	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156414	TBD	0.3416	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156416	TBD	0.11539	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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156417	TBD	0.15929	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156420	SV6504	0.06012	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
156421	SV6502	1.02407	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
156422	TBD	0.30948	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
156423	TBD	0.38004	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
156424	TBD	0.14994	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156425	TBD	0.00118	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
156427	TBD	0.39553	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
156428	TBD	0.00026	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
156429	TBD	0.00075	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
156430	TBD	0.00116	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
156431	TBD	0.03246	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
156432	TBD	0.1275	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156433	SV6502	0.06382	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
156437	TBD	0.00026	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
156442	TBD	0.00043	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
156443	TBD	0.00037	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
156444	TBD	0.5216	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156445	TBD	0.1574	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156446	TBD	0.40525	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156447	TBD	0.17114	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156448	TBD	0.56713	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
156449	TBD	0.05974	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156450	TBD	0.20003	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156451	TBD	0.11239	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156452	TBD	0.09991	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156453	TBD	0.05976	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156454	TBD	0.21003	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156455	TBD	0.20679	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
156456	SV2646	0.24771	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
156457	SV2645	0.23091	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
156458	TBD	0.14723	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156459	SV2643	0.22685	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
156460	SV2641	0.31008	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
156461	TBD	0.26573	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156462	TBD	0.52742	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156463	TBD	0.22795	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156464	TBD	0.14456	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156465	TBD	0.25932	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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156466	TBD	0.20908	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156467	TBD	0.07799	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156468	TBD	0.16133	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156469	TBD	0.08099	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156470	TBD	0.03863	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156471	TBD	0.15269	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156472	TBD	0.10096	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
156473	TBD	0.06472	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156474	TBD	0.14571	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156475	TBD	0.23575	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156476	TBD	0.12119	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156477	TBD	0.1466	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156478	TBD	0.26185	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156479	TBD	0.09529	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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156480	TBD	0.33011	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156481	TBD	0.34781	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156482	TBD	0.25401	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156483	TBD	0.40571	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156484	TBD	0.06353	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156485	TBD	0.37235	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156486	TBD	0.28042	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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156487	TBD	0.16823	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156488	TBD	0.16689	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156489	TBD	0.04203	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156490	TBD	0.0878	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156491	TBD	0.15478	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156492	TBD	0.09068	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156493	TBD	0.27653	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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156494	TBD	0.14944	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156495	TBD	0.14747	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156496	TBD	0.07634	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156497	TBD	0.06729	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156498	TBD	0.17189	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156499	TBD	0.12377	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156500	TBD	0.02632	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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156501	TBD	0.12046	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156502	TBD	0.15127	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156503	TBD	0.19839	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156504	TBD	0.09719	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156505	TBD	0.06797	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156506	TBD	0.16028	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156507	TBD	0.07306	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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156508	TBD	0.04567	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156509	TBD	0.02934	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156510	TBD	0.12167	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156511	TBD	0.03362	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156512	TBD	0.02787	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156513	TBD	0.09579	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156514	TBD	0.41815	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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156515	TBD	0.27263	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156516	TBD	0.046	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156517	TBD	0.00081	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
156519	TBD	0.00023	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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156521	TBD	0.00042	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
156522	TBD	0.00042	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
156523	TBD	0.08043	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156524	TBD	0.17307	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156525	TBD	0.17514	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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156526	TBD	0.17373	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156527	TBD	0.28074	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156528	TBD	0.1903	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156529	TBD	0.09347	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156530	TBD	0.05332	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156531	TBD	0.36199	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156532	TBD	0.18486	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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156533	TBD	0.21254	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156534	TBD	0.17218	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156535	TBD	0.08874	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156536	TBD	0.13474	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156537	TBD	0.36086	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156538	TBD	0.24406	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156539	TBD	0.22561	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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156540	TBD	0.22491	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156541	TBD	0.42253	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156544	TBD	0.00038	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
156547	SV2610	0.73147	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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156548	SV2610	0.79035	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
156549	TBD	0.06006	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156550	TBD	0.00629	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156551	TBD	0.04333	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156552	TBD	0.02491	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156553	TBD	0.07348	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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156554	TBD	0.97642	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156555	SV2615	0.71461	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
156556	SV2614	0.47969	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
156557	SV2614	0.05693	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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156558	TBD	0.02532	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156559	TBD	0.02889	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156560	TBD	0.01878	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156561	TBD	0.06626	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156562	TBD	0.69834	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156563	TBD	0.08263	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156564	TBD	0.07414	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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156565	TBD	0.07021	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156566	TBD	0.18865	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156567	TBD	0.12956	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156568	TBD	0.14592	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156569	TBD	0.06664	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156570	TBD	0.78116	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156571	TBD	0.07482	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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156572	TBD	0.04124	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156573	TBD	0.13679	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156574	TBD	0.17901	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156575	TBD	0.05913	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156576	TBD	0.05024	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156577	TBD	0.59809	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156578	TBD	0.04776	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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156579	TBD	0.28288	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156580	TBD	0.05701	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156581	TBD	0.08186	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156582	TBD	0.02681	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156583	TBD	0.07547	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156584	TBD	0.1885	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156585	TBD	0.26768	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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156586	TBD	0.43089	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156587	TBD	0.19488	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156588	TBD	0.04786	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156589	TBD	0.37015	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156590	TBD	0.30756	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156591	TBD	0.09429	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156592	TBD	0.35926	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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156593	TBD	0.0753	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156594	TBD	0.28991	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156595	TBD	0.12829	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156596	TBD	0.27253	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156597	TBD	0.35762	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156598	TBD	0.1831	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156599	TBD	0.15987	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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156600	TBD	0.01108	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156601	TBD	0.09934	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156602	TBD	0.62547	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156603	TBD	0.06137	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156604	TBD	0.06002	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156606	TBD	0.36074	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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156607	TBD	0.33214	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
156608	TBD	0.07109	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156609	TBD	0.28925	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
156610	TBD	0.00021	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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156612	TBD	0.08893	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156613	TBD	0.00075	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
156615	TBD	0.0011	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
156616	SV6555	0.35348	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
156617	TBD	0.2244	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156628	TBD	0.30187	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156632	TBD	0.00036	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
156633	TBD	0.00178	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
156681	TBD	0.39028	Primitive Road: Primary	Motorized	Street Legal	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
156683	TBD	0.12056	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156685	TBD	0.001	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
156686	TBD	0.0394	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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156687	TBD	0.1663	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156690	TBD	0.00043	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156691	TBD	0.12679	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
156695	TBD	0.06337	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
156696	TBD	0.03277	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
156697	TBD	0.01216	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
156698	TBD	0.06351	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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156707	TBD	0.12676	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
156708	TBD	0.12044	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
156713	TBD	0.06456	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
156714	TBD	0.01584	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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156722	TBD	0.11086	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156725	TBD	0.19457	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156726	TBD	0.12483	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
156727	TBD	0.08536	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156728	TBD	0.1238	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156729	TBD	0.05577	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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156732	TBD	0.15315	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156735	TBD	0.07732	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156736	TBD	0.00419	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156737	TBD	0.0088	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156744	TBD	0.11832	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156751	TBD	0.03946	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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156759	TBD	0.05371	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156760	TBD	0.15035	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156761	TBD	0.01542	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156783	TBD	0.06846	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156784	TBD	0.04781	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156787	TBD	0.0543	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156788	TBD	0.39196	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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156789	TBD	0.1306	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156790	TBD	0.20211	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156792	TBD	0.41592	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156793	TBD	0.25316	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156794	TBD	0.06311	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156795	TBD	0.10221	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156796	TBD	0.00618	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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156797	TBD	0.01929	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156803	TBD	0.02756	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156804	TBD	0.00298	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156805	TBD	0.24442	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
156806	TBD	0.02864	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156810	TBD	0.0061	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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156811	TBD	0.24845	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156815	TBD	0.15861	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156820	TBD	0.02345	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156821	TBD	0.00749	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156822	TBD	0.05073	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156823	TBD	0.38294	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156824	TBD	0.58153	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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156825	TBD	0.03489	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156826	TBD	0.02433	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156827	TBD	0.14578	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
156828	TBD	0.05167	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156829	TBD	0.03597	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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156830	TBD	0.00462	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156831	TBD	0.33969	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156832	TBD	0.23258	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156833	TBD	0.09013	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156834	TBD	0.32046	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156835	TBD	0.31426	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156837	TBD	0.21446	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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156838	TBD	0.32312	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156839	TBD	0.06013	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156840	TBD	0.12588	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156846	TBD	0.12375	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
156847	TBD	0.12708	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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156848	TBD	0.15167	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
156855	TBD	0.06171	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
156857	TBD	0.06159	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
156861	TBD	0.01338	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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156862	TBD	0.12601	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156872	TBD	0.23337	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156873	TBD	0.21189	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156874	TBD	0.04278	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156875	TBD	0.2189	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156880	TBD	0.08715	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156881	TBD	0.14349	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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156882	TBD	0.1518	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156884	TBD	0.00061	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
156892	TBD	0.0003	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156894	TBD	0.03885	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156895	TBD	0.13101	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156896	TBD	0.13052	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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156897	TBD	0.07967	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156900	TBD	0.08773	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156903	TBD	0.12682	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156904	TBD	0.08627	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156905	TBD	0.06183	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156906	TBD	0.03423	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156907	TBD	0.04124	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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156908	TBD	0.00995	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156918	TBD	0.06431	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156921	TBD	0.24552	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156922	TBD	0.06921	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156923	TBD	0.07515	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156924	TBD	0.15561	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156925	TBD	0.04643	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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156926	TBD	0.01667	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156932	TBD	0.01836	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156933	TBD	0.07771	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
156943	TBD	0.00861	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156944	TBD	0.14325	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156945	TBD	0.00938	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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156946	TBD	0.0241	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156947	TBD	0.09005	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156948	TBD	0.08271	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156954	TBD	0.00501	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156955	TBD	0.19645	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156956	TBD	0.0574	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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156957	TBD	0.16047	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
156958	TBD	0.00214	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
156961	TBD	0.04107	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156962	TBD	0.02994	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156965	TBD	0.11786	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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156966	TBD	0.1393	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156971	TBD	0.00567	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156972	TBD	0.06331	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156976	TBD	0.02507	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156984	TBD	0.25063	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
156985	TBD	0.24891	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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156994	TBD	0.00594	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
156996	TBD	0.12639	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
156997	TBD	0.62856	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
156998	TBD	0.04557	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157000	TBD	0.25296	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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157001	TBD	0.08374	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157003	TBD	0.00229	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
157004	TBD	0.00134	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
157005	TBD	0.00096	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
157007	TBD	0.00059	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
157010	TBD	0.06474	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
157011	TBD	0.01081	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157015	TBD	0.03767	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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157016	TBD	0.08162	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
157017	TBD	0.37191	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157018	TBD	0.44807	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157019	TBD	0.30253	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157020	TBD	0.00119	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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157021	TBD	0.00073	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
157023	TBD	0.21348	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157025	TBD	0.48641	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157026	TBD	0.19295	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157027	TBD	0.11407	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157030	TBD	0.07546	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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157031	TBD	0.03084	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157035	TBD	0.00045	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
157039	TBD	0.02862	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157040	TBD	0.07297	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157041	TBD	0.15233	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157043	TBD	0.1433	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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157044	TBD	0.14394	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157045	TBD	0.55503	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157046	TBD	0.11858	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157047	TBD	0.10182	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157048	TBD	0.08052	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157049	TBD	0.04572	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157050	TBD	0.2226	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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157051	TBD	0.23712	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157052	TBD	0.13858	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157053	TBD	0.07955	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157054	TBD	0.08571	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157055	TBD	0.11991	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157056	TBD	0.20079	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157058	TBD	0.15448	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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157059	TBD	0.04947	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157060	TBD	0.00029	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
157061	TBD	0.05334	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157063	TBD	0.00027	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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157065	TBD	0.2584	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
157067	TBD	0.15512	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157068	TBD	0.0389	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157069	TBD	0.4433	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157070	TBD	0.07091	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
157071	TBD	0.00029	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
157073	TBD	0.00025	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
157075	TBD	0.0894	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157076	TBD	0.13317	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157078	TBD	0.04056	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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157079	TBD	0.06657	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157080	TBD	0.21309	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157081	TBD	0.14157	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157082	TBD	0.15584	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157083	TBD	0.48923	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157084	TBD	0.18404	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157085	TBD	0.39828	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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157086	TBD	0.31017	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157087	TBD	0.00118	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
157088	TBD	0.00042	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
157091	TBD	0.00216	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
157092	TBD	1.05805	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157093	TBD	1.039	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157094	TBD	0.34593	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157095	TBD	0.17322	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157096	TBD	0.87579	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157098	SV2644	0.63753	Primitive Road: Primary	Motorized	Street Legal	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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157099	TBD	0.00176	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
157100	TBD	0.24313	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157101	TBD	0.20107	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157102	TBD	0.56006	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157103	TBD	0.27635	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157104	TBD	0.11926	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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157105	TBD	0.13818	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157106	TBD	0.07428	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157107	TBD	0.04047	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157108	TBD	0.15057	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157109	TBD	0.06972	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157110	TBD	0.0765	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157111	TBD	0.05815	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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157112	TBD	0.09759	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157113	TBD	0.22809	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157114	TBD	0.06514	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157115	TBD	0.05932	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157116	TBD	0.05212	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157117	TBD	0.07641	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157118	TBD	0.14636	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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157119	TBD	0.00462	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157120	TBD	0.03198	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157121	TBD	0.0901	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157122	TBD	0.75172	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157123	TBD	0.4571	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157124	TBD	0.57759	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157125	TBD	0.13571	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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157126	TBD	0.11411	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157127	TBD	0.05898	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157128	TBD	0.32573	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157129	TBD	0.68225	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157130	TBD	0.27188	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157131	TBD	0.26484	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157132	TBD	0.09287	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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157133	TBD	0.27917	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157134	TBD	0.54095	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157135	TBD	0.4051	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157136	TBD	0.21276	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157137	TBD	0.62604	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157138	TBD	0.479	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157139	TBD	0.47214	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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157140	TBD	0.10103	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157141	TBD	0.35066	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157142	TBD	0.22505	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157143	TBD	0.19983	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157144	TBD	0.12841	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157145	TBD	0.49	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157146	TBD	0.80299	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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157147	TBD	0.06264	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157148	TBD	0.0781	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157149	TBD	0.13299	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157150	TBD	0.07847	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157151	TBD	0.07944	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157152	TBD	0.08325	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157153	TBD	0.07494	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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157154	TBD	0.12098	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157155	TBD	0.36712	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157156	TBD	0.08163	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157157	TBD	1.06409	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157158	TBD	0.641	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157159	TBD	0.21434	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157160	TBD	0.07854	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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157161	TBD	0.6246	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157162	TBD	0.07758	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157163	TBD	0.12557	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
157164	TBD	0.05984	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157165	TBD	0.25606	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157168	TBD	0.08594	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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157169	TBD	0.02408	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157170	TBD	0.05884	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157171	TBD	0.08019	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157172	TBD	0.1012	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157173	TBD	0.90689	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157174	TBD	1.81614	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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157175	TBD	0.56159	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
157176	TBD	0.26953	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157177	TBD	0.12919	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157178	TBD	0.13075	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157179	TBD	0.13685	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157180	TBD	0.11819	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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157181	TBD	0.03953	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157182	TBD	0.01032	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157183	TBD	0.86616	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157184	TBD	0.18732	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157185	TBD	0.85196	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157186	TBD	0.39559	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157187	TBD	0.46744	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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157188	TBD	0.30095	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157189	TBD	0.51694	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157190	TBD	0.27035	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157191	TBD	0.52684	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157192	TBD	0.41	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157193	TBD	0.34768	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157194	TBD	0.00609	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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157195	TBD	0.88265	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157196	TBD	0.17223	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157197	TBD	0.08012	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157198	TBD	0.16323	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157199	TBD	0.54451	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157200	TBD	0.62035	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157201	TBD	0.18201	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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157202	TBD	0.2566	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157203	TBD	0.29542	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157204	TBD	0.2582	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157205	TBD	0.37255	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157206	TBD	0.09722	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157207	TBD	0.18437	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157208	TBD	0.36297	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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157209	TBD	0.02378	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157210	TBD	0.22815	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157211	TBD	0.07552	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157212	TBD	0.24449	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157213	TBD	0.07525	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157214	TBD	0.11097	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157215	TBD	0.10806	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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157216	TBD	0.12871	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157217	TBD	0.79552	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157218	TBD	0.08957	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157219	TBD	0.0394	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157220	TBD	0.98085	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157221	TBD	0.10093	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157222	TBD	0.03445	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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157223	TBD	0.07891	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157224	TBD	0.50561	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157225	TBD	0.04768	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157226	TBD	0.41364	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157227	TBD	0.16032	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157228	TBD	0.0633	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157229	TBD	0.08142	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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157230	TBD	0.18833	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157231	TBD	0.10497	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157232	TBD	0.12884	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157233	TBD	0.12006	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157234	TBD	0.16305	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157235	TBD	0.09719	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157236	TBD	0.06661	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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157237	TBD	0.05574	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157238	TBD	0.34083	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157239	TBD	0.08434	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157240	TBD	0.06072	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157241	TBD	0.38166	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157242	TBD	0.2545	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157243	TBD	0.33003	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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157244	TBD	0.45015	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157245	TBD	0.33493	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157246	TBD	0.24773	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157247	TBD	0.45826	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157248	TBD	0.16735	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157249	TBD	0.08255	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157250	TBD	0.15778	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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157251	TBD	0.13967	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157252	TBD	0.24233	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157253	TBD	0.13083	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157254	TBD	0.23164	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157255	TBD	0.10678	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157256	TBD	0.0705	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157257	TBD	0.10066	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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157258	TBD	0.98534	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
157259	TBD	1.02031	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157260	TBD	0.2001	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157261	TBD	0.23768	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157262	TBD	0.44395	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157263	TBD	0.65555	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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157264	TBD	0.05518	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157265	TBD	0.36471	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157266	TBD	0.74636	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157267	TBD	0.08331	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157268	TBD	0.33312	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157269	TBD	1.18751	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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157270	SV6543	1.16914	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
157271	TBD	0.10263	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157272	TBD	0.92911	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157273	TBD	0.5607	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157274	TBD	0.24943	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157275	TBD	0.05315	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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157276	TBD	0.61704	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157277	TBD	0.05353	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157278	TBD	0.15224	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157279	TBD	0.31569	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157280	TBD	0.54676	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157281	TBD	0.37234	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157282	TBD	1.78836	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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157283	TBD	0.37918	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157284	TBD	0.07137	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157285	TBD	0.04205	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157286	TBD	0.04786	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157287	TBD	0.27901	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157288	TBD	0.3505	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157289	TBD	0.23421	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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157290	TBD	0.43516	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157291	TBD	0.37467	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157292	TBD	0.08631	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157293	TBD	0.08264	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157294	TBD	0.07969	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157295	TBD	0.05148	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157296	TBD	0.23755	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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157297	TBD	0.20552	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157298	TBD	0.64195	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157299	TBD	0.06724	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157301	TBD	0.69918	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157302	TBD	0.48833	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157303	TBD	0.55584	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157304	TBD	0.62743	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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157305	TBD	0.27514	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157306	TBD	0.69979	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157307	TBD	0.24106	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157308	TBD	0.21042	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157309	TBD	0.2936	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157310	TBD	0.12819	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157311	TBD	0.51434	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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157312	TBD	0.25978	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157313	TBD	0.35146	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157314	TBD	0.0561	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157315	TBD	0.33887	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157316	TBD	0.5126	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157317	TBD	0.11708	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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157318	SV6545	0.51209	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
157319	SV6515	1.13992	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
157321	SV6545	4.37018	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
157322	TBD	0.49567	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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157323	TBD	0.09986	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157324	TBD	0.37041	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157325	TBD	0.06726	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157326	TBD	0.28833	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157327	SV6547	0.7637	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
157329	TBD	0.00945	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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157333	TBD	0.12207	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157335	TBD	0.13494	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157337	TBD	0.00219	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157338	TBD	0.00189	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157339	TBD	0.00559	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157347	TBD	0.03744	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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157348	TBD	0.0635	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
157351	TBD	0.06348	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157353	TBD	0.04502	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157355	TBD	0.63761	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
157356	TBD	0.01917	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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157357	TBD	0.0109	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157358	TBD	0.03545	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157359	TBD	0.12672	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
157364	TBD	0.00342	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157365	TBD	0.28712	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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157367	TBD	0.00199	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
157370	TBD	0.12047	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
157372	TBD	0.20541	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
157385	TBD	0.00128	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
157390	TBD	0.00584	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157394	TBD	0.00155	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157398	TBD	0.37874	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157403	TBD	0.02318	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157404	TBD	0.00688	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
157405	SV2613	0.17511	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
157406	TBD	0.01315	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157407	TBD	0.20596	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157408	TBD	0.07006	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157409	TBD	0.02422	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157410	TBD	0.08193	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
157411	TBD	0.04578	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157412	TBD	0.03952	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157413	TBD	0.11985	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157414	TBD	0.55846	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157415	TBD	0.0736	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157416	TBD	0.05866	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157417	TBD	0.193	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
157418	TBD	0.02582	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157419	TBD	0.04052	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157420	TBD	0.05551	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157421	TBD	0.03135	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157422	TBD	0.26252	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157423	TBD	0.06332	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157424	TBD	0.31046	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
157425	TBD	0.08955	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157426	TBD	0.06218	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157427	TBD	0.36672	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157428	TBD	0.02998	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157429	TBD	0.12891	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157430	TBD	0.07152	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157431	TBD	0.10534	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
157432	TBD	0.12798	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157433	TBD	0.24165	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157434	TBD	0.30416	Primitive Road: Primary	Motorized	None	(a), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
157435	TBD	0.03605	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157436	TBD	0.93935	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
157437	TBD	1.21316	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157438	TBD	0.02462	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
157439	TBD	0.43332	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157440	TBD	0.16168	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
157441	TBD	0.09028	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
157442	TBD	0.00028	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
157443	TBD	0.06301	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
157445	TBD	0.03027	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
157446	TBD	0.01189	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157447	TBD	0.01263	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157448	TBD	0.39316	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
157449	TBD	0.07221	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
157450	TBD	0.01597	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
157451	TBD	0.0388	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
157452	TBD	0.01669	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
157453	TBD	0.01906	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
157454	TBD	0.20383	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
157455	TBD	0.01463	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157456	TBD	0.09349	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157465	TBD	0.22108	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157466	TBD	0.73114	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157467	TBD	0.54794	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
157468	TBD	0.02788	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157477	TBD	0.00026	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
157479	TBD	0.06783	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157480	TBD	0.00783	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157483	TBD	0.01582	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
157487	TBD	0.13214	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
157488	TBD	0.39096	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
157489	TBD	1.05496	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157490	TBD	2.40654	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157491	TBD	0.07344	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
157493	TBD	0.05945	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157494	TBD	0.02359	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157495	TBD	0.07172	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157496	TBD	0.05507	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157497	TBD	0.04599	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157498	TBD	0.33336	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157499	TBD	0.20335	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
157500	SV2615	0.48554	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
157501	TBD	0.10148	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157502	TBD	0.05852	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157503	TBD	0.13924	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157504	TBD	0.05651	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157505	TBD	0.04154	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
157506	TBD	0.04857	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157507	TBD	0.02438	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157508	TBD	0.01885	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157509	TBD	0.03635	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157510	TBD	0.05232	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157511	TBD	0.05549	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157512	TBD	0.03883	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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157513	TBD	0.01679	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157514	TBD	0.02315	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157515	TBD	0.05707	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157516	TBD	0.04539	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157517	TBD	0.10961	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157518	TBD	0.016	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157519	TBD	0.07758	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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157520	TBD	0.02389	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157521	TBD	0.00421	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157522	TBD	0.0266	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157523	TBD	0.01064	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157524	TBD	0.01561	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157525	TBD	0.06594	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157526	TBD	0.02584	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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157527	TBD	0.02898	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157528	TBD	0.04683	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157529	TBD	0.02271	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157530	TBD	0.07628	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157531	TBD	0.04291	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157532	TBD	0.09777	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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157533	TBD	0.05275	Primitive Road: Primary	Motorized	None	(d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
157534	TBD	0.05748	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157535	TBD	0.05909	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157536	TBD	0.03666	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157537	TBD	0.05367	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157538	TBD	0.09312	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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157539	TBD	0.03791	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157540	TBD	0.0104	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157541	TBD	0.2662	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157542	TBD	0.02775	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157543	TBD	0.06014	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157544	TBD	0.01952	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157545	TBD	0.75896	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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157546	TBD	0.04619	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157547	TBD	0.30758	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157548	TBD	0.14404	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157549	TBD	0.10528	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157550	TBD	0.12691	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157551	TBD	0.09603	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157552	TBD	0.12287	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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157553	TBD	0.24792	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157554	TBD	0.103	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157555	TBD	0.12686	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157556	TBD	0.08968	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157557	TBD	0.04186	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157558	TBD	0.06717	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157562	TBD	0.06536	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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157563	TBD	0.01502	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157567	TBD	0.00151	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
157571	TBD	0.07941	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
157572	TBD	0.00092	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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157573	TBD	0.14184	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157574	TBD	0.05452	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157575	TBD	0.03725	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157576	TBD	0.09884	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157577	TBD	0.15655	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157578	TBD	0.0257	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157579	TBD	0.08079	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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157580	TBD	0.03245	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157581	TBD	0.01779	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157587	TBD	0.04021	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157588	TBD	0.06947	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157589	TBD	0.40585	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157590	TBD	0.52269	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157591	TBD	0.08714	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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157592	TBD	0.042	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157593	TBD	0.02229	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157594	TBD	0.01021	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157595	TBD	0.26334	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157596	TBD	0.02801	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157597	TBD	0.05608	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157598	TBD	0.03943	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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157599	TBD	0.00034	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
157601	TBD	0.00107	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
157608	TBD	0.00038	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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157611	TBD	0.00023	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
157612	TBD	0.00071	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
157613	TBD	0.00419	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157623	TBD	0.00139	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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157630	TBD	0.0904	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157631	TBD	0.04382	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157632	TBD	0.08673	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157633	TBD	0.14559	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157634	TBD	0.02085	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157635	TBD	0.03365	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157636	TBD	0.06525	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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157637	TBD	0.0398	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157638	TBD	0.27191	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157639	TBD	0.145	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
157640	TBD	0.11479	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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157641	TBD	0.19493	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
157642	TBD	0.22618	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157643	TBD	0.12867	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157644	TBD	0.04756	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157645	TBD	0.0337	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157646	TBD	0.04064	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
157647	TBD	0.11481	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157649	TBD	0.00032	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
157650	TBD	0.06209	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
157651	TBD	0.15009	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
157652	TBD	0.00247	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
157655	TBD	0.12697	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157663	TBD	0.04717	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157664	TBD	0.00806	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157665	TBD	0.13836	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
157668	TBD	0.12499	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
157669	TBD	0.02798	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
157674	TBD	0.10812	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157675	TBD	0.10813	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157680	TBD	0.01585	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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157686	TBD	0.00101	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
157688	TBD	0.24269	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157689	TBD	0.82592	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157692	TBD	0.00753	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157693	TBD	0.11802	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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157694	TBD	0.02555	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157695	TBD	0.42263	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157696	TBD	0.09474	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157697	TBD	0.3672	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157698	TBD	0.1101	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157699	TBD	0.02535	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157700	TBD	0.88615	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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157701	TBD	0.02861	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157702	TBD	0.03687	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157703	TBD	0.02607	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157712	TBD	0.04177	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157713	TBD	0.17776	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157714	TBD	0.04007	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157715	TBD	0.06313	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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157716	TBD	0.04839	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157717	TBD	0.52859	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157718	TBD	0.25298	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157722	TBD	1.07913	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157723	TBD	0.15701	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157724	TBD	0.054	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157725	TBD	0.05103	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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157726	TBD	0.08861	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157840	SV2611	0.7319	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
157841	TBD	0.32439	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157842	TBD	0.09825	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157843	SV2611	0.08608	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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157844	TBD	0.10053	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157845	TBD	0.08458	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157846	TBD	0.00124	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
157851	TBD	0.00853	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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157852	TBD	0.03561	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
157855	TBD	0.00073	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
157857	TBD	0.01963	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157861	TBD	0.05714	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157862	TBD	0.05664	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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157864	TBD	0.00032	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
157873	TBD	0.04255	Primitive Road: Primary	Motorized	None	(a), (c)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
157874	TBD	0.15017	Translinear Disturbance	Translinear Disturbance	None	(a), (c)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157875	TBD	0.07035	Translinear Disturbance	Translinear Disturbance	None	(a), (c)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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157876	TBD	0.0002	Primitive Road: Primary	Motorized	None	(a), (c)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
157877	TBD	0.00079	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
157878	TBD	0.02516	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157879	TBD	0.00049	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
157908	TBD	0.03111	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157909	TBD	0.04637	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157910	TBD	0.05064	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157911	TBD	0.06786	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157912	TBD	0.0331	Translinear Disturbance	Translinear Disturbance	None	(a), (c)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157913	TBD	0.04061	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157914	TBD	0.02187	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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157916	TBD	0.01621	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157917	TBD	0.00028	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
157918	TBD	0.06396	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157920	TBD	0.01213	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157921	TBD	0.03563	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157923	TBD	0.03406	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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157924	TBD	0.04643	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157925	TBD	0.03235	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157926	TBD	0.02744	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157937	TBD	0.58677	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157938	TBD	0.15542	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157939	TBD	0.12606	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157940	TBD	0.09164	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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157941	TBD	0.28666	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157949	TBD	0.00049	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
157950	SV6549	0.04209	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
157951	SV6548	0.58427	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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157952	TBD	0.36733	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157953	TBD	0.04293	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157954	TBD	0.06104	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157955	TBD	0.11262	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157956	TBD	0.08271	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157957	TBD	0.03587	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157958	TBD	0.52064	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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157959	TBD	0.41719	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157975	SV2617	0.0216	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
157976	TBD	0.10759	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157977	TBD	0.57736	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157978	SV2614	0.07138	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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157979	SV2617	0.30881	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
157980	TBD	0.25576	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157992	TBD	0.27727	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
157994	TBD	0.12572	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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157996	TBD	0.00063	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
157997	TBD	0.29953	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
157999	TBD	0.00043	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
158000	TBD	0.13188	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158001	TBD	0.36928	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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158002	TBD	1.19462	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158003	TBD	0.01124	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158004	TBD	0.2222	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158183	TBD	0.38966	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
158185	TBD	0.19745	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158186	TBD	0.27908	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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158187	TBD	0.17637	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158188	TBD	0.20679	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158189	TBD	0.139	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158190	TBD	0.01359	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158196	TBD	0.02422	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158204	TBD	0.06546	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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158206	TBD	0.00126	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
158208	TBD	0.94647	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
158209	SV2685	0.86407	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
158210	TBD	0.2566	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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158211	TBD	0.11571	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158212	TBD	0.05228	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158213	TBD	0.17394	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
158214	TBD	0.04411	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158215	TBD	0.32392	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158216	TBD	0.15682	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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158217	TBD	0.27478	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158218	TBD	0.13878	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158219	TBD	0.25123	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158220	TBD	0.05604	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158221	TBD	0.15885	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158222	TBD	0.36721	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158223	TBD	0.10642	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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158224	TBD	0.39357	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
158231	TBD	0.01233	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
158232	TBD	0.14868	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158235	TBD	0.00033	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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158236	TBD	0.00075	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
158237	TBD	0.31801	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158240	TBD	0.04584	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
158242	TBD	0.09092	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158249	TBD	0.1666	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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158250	TBD	0.27833	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158251	TBD	0.08764	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158252	TBD	0.14489	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158254	TBD	0.19512	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158255	TBD	0.01354	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158256	TBD	0.05268	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158257	TBD	0.03505	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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158258	TBD	0.12473	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158259	TBD	0.09183	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158260	TBD	0.21108	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158261	TBD	0.15173	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158262	TBD	0.17689	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158263	TBD	0.1727	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158264	TBD	0.06926	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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158265	TBD	0.07183	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158266	TBD	0.02449	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158267	TBD	0.82325	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158268	TBD	0.33377	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158269	TBD	0.26228	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158270	TBD	0.06744	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158271	TBD	0.10058	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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158272	TBD	0.55744	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158273	TBD	0.4051	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158278	TBD	0.3548	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158279	TBD	0.062	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158280	TBD	0.20433	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158281	TBD	0.25937	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158288	TBD	2.02687	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
158289	TBD	0.57961	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158290	TBD	0.41945	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158291	TBD	0.04125	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158292	TBD	0.17624	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158293	TBD	0.30337	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158294	TBD	0.41974	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158295	TBD	0.91286	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
158296	TBD	0.04534	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158297	TBD	0.06374	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158298	TBD	0.04948	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158299	TBD	0.0432	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158300	TBD	0.5989	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158301	TBD	0.30955	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158302	TBD	0.01917	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
158303	TBD	0.35643	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158304	TBD	0.06818	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158305	TBD	0.30643	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158307	TBD	2.08821	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158309	TBD	0.09087	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
158310	TBD	0.02777	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
158311	TBD	0.01633	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158312	TBD	0.02596	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158320	TBD	0.18676	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158321	TBD	0.0901	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158322	TBD	0.69188	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158324	TBD	0.06269	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158326	TBD	0.95278	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
158327	TBD	0.39004	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
158328	TBD	1.57109	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158329	TBD	0.09277	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158330	TBD	0.21392	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158331	TBD	0.24296	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158332	TBD	0.07348	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
158333	TBD	0.23436	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158334	TBD	0.19594	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158335	TBD	0.17588	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158336	TBD	0.03212	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158337	TBD	0.0544	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158338	TBD	0.16954	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158339	TBD	0.14507	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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158341	TBD	0.08217	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158342	TBD	0.20713	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158344	TBD	0.00032	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
158345	TBD	0.00047	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
158346	TBD	0.14989	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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158347	TBD	0.1279	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158348	TBD	0.04416	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158349	TBD	0.03478	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158364	TBD	0.40781	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158365	TBD	0.52677	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158366	TBD	0.89678	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158367	TBD	0.7237	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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158368	TBD	0.23722	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158369	TBD	0.24918	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158370	TBD	0.37666	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158371	TBD	0.41149	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158372	TBD	0.41302	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158373	TBD	0.0004	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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158374	TBD	0.03292	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
158375	TBD	0.14338	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158377	TBD	0.00075	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
158386	TBD	0.00058	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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158391	TBD	0.00028	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
158402	TBD	0.66768	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158403	TBD	0.28064	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158404	TBD	0.31855	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158405	TBD	1.11424	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158406	TBD	0.07638	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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158407	TBD	0.06968	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158408	TBD	0.42258	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158409	TBD	0.35304	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158410	TBD	0.57139	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158411	TBD	0.39877	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158412	TBD	0.40547	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158413	TBD	0.19558	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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158414	TBD	0.08534	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158415	TBD	0.57008	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158416	TBD	0.48496	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158417	TBD	0.29055	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158418	TBD	0.21511	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158419	TBD	0.33004	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158420	TBD	0.3318	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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158421	TBD	0.82557	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158424	TBD	0.00034	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
158425	TBD	0.00053	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
158426	TBD	0.00061	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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158428	TBD	0.16363	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158429	TBD	0.16309	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158430	TBD	0.17326	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158431	TBD	0.40072	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158432	TBD	0.05837	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158433	TBD	0.10824	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158434	TBD	0.49461	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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158435	TBD	0.15641	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158436	TBD	0.11265	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158437	TBD	0.71614	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158438	TBD	0.12492	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158439	TBD	0.21929	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158440	TBD	0.28834	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158441	TBD	0.30708	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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158442	TBD	0.33939	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158443	TBD	0.34368	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158444	TBD	0.14668	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158445	TBD	0.24499	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158569	TBD	0.01586	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158570	TBD	0.01908	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158571	TBD	0.18012	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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158572	TBD	0.04163	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158573	TBD	0.16918	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158574	TBD	0.03746	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158575	TBD	0.08678	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158576	TBD	0.21704	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158577	TBD	0.12229	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158578	TBD	0.03549	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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158579	TBD	0.0607	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158580	TBD	0.19761	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158581	TBD	0.12836	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158582	TBD	0.08483	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158583	TBD	0.10444	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158584	TBD	0.0243	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158585	TBD	0.05478	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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158586	TBD	0.09877	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158587	TBD	0.07926	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158588	TBD	0.56848	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158589	TBD	0.622	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158590	TBD	0.17561	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158591	TBD	0.20327	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158592	TBD	0.08452	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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158593	TBD	0.04775	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158594	TBD	0.04258	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158595	TBD	0.06564	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158596	TBD	0.61608	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158597	TBD	0.08409	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158598	TBD	0.062	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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158599	TBD	0.29788	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
158600	TBD	0.04636	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158602	TBD	0.00038	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
158603	TBD	0.07834	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
158604	TBD	0.00022	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
158605	TBD	0.20912	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158606	TBD	0.25012	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158611	TBD	0.24582	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158612	TBD	0.10776	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158613	TBD	0.15752	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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158614	TBD	0.01581	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158615	TBD	0.84938	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158616	TBD	0.31856	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158617	TBD	0.03033	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158618	TBD	0.00021	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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158628	TBD	0.00059	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
158629	TBD	0.37617	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158630	TBD	0.2092	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158631	TBD	0.0714	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158632	TBD	0.06163	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158633	TBD	0.03607	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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158634	TBD	0.00031	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
158635	TBD	0.00037	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
158636	TBD	0.2459	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158637	TBD	0.07112	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158638	TBD	0.05146	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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158639	TBD	0.06186	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158640	TBD	0.10505	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158641	TBD	0.08176	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158642	TBD	0.01783	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158643	TBD	0.05803	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158644	TBD	0.23569	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158645	TBD	0.03832	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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158646	TBD	0.07185	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158647	TBD	0.27513	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158648	TBD	0.20628	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158649	TBD	0.03057	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158650	TBD	0.21292	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158651	TBD	0.03769	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158652	TBD	0.40416	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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158653	TBD	0.49482	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158654	TBD	0.05979	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158655	TBD	0.01438	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158656	TBD	0.02742	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158657	TBD	0.16765	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158658	TBD	0.09716	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158659	TBD	0.08595	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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158660	TBD	0.05652	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158661	TBD	0.21392	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158662	TBD	0.06298	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158663	TBD	0.01639	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158664	TBD	0.23217	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158665	TBD	0.08652	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158666	TBD	0.35259	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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158667	TBD	0.19793	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158668	TBD	0.36593	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158669	TBD	0.05313	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158670	TBD	0.12712	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158671	TBD	0.05161	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158672	TBD	0.03064	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158673	TBD	0.02609	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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158674	TBD	0.05261	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158675	TBD	0.10826	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158676	TBD	0.21413	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158677	TBD	0.0809	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158678	TBD	0.28042	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158679	TBD	0.06561	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158680	TBD	0.43672	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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158681	TBD	0.26467	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158682	TBD	0.11225	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158683	TBD	0.34437	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
158685	TBD	0.28055	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158686	TBD	0.11962	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158687	TBD	0.05399	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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158690	TBD	0.04512	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158691	TBD	0.27591	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158692	TBD	0.10776	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158693	TBD	0.04323	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158694	TBD	0.50818	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158696	TBD	0.23258	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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158699	TBD	0.00031	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
158700	TBD	0.00068	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
158711	TBD	0.00048	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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158712	TBD	0.00118	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
158713	TBD	0.03144	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158714	TBD	0.00076	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
158715	TBD	0.00079	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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158716	TBD	0.00039	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
158720	TBD	0.00058	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
158722	TBD	0.00034	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
158724	TBD	0.00154	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
158725	TBD	0.00099	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
158727	TBD	0.00067	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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158728	TBD	0.12731	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
158729	TBD	0.23049	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158730	TBD	0.28122	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158731	TBD	0.22683	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158732	TBD	0.19666	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158733	TBD	0.35726	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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158734	TBD	0.54729	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158735	TBD	0.39689	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158736	TBD	0.08754	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158737	TBD	0.01011	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158738	TBD	0.65811	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158739	TBD	0.14772	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158740	TBD	0.01023	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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158741	TBD	0.46659	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158742	TBD	0.18131	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158743	TBD	0.26235	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158744	TBD	0.17595	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158745	TBD	0.24688	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158746	TBD	0.08659	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158747	TBD	0.20181	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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158748	TBD	0.12549	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158749	TBD	0.04341	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158750	TBD	0.53354	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158751	TBD	0.16676	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158752	TBD	0.20477	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158753	TBD	0.7585	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158754	TBD	0.43878	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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158755	TBD	0.18664	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158756	TBD	0.51495	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158757	TBD	0.23237	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158758	TBD	0.12587	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158759	TBD	0.11037	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158760	TBD	0.03927	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158761	TBD	0.02057	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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158762	TBD	0.03464	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158763	TBD	0.17985	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158764	TBD	0.11202	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158765	TBD	0.26582	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158870	SV6546	0.52871	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
158874	TBD	0.17384	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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158875	SV6542	0.32026	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
158876	SV2685	0.38687	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
158878	TBD	0.02172	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158879	TBD	0.08538	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
158883	TBD	0.37547	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158884	TBD	0.07496	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158885	TBD	0.02678	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158886	TBD	0.20476	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158887	TBD	0.03542	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158888	TBD	0.44911	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158889	TBD	0.19391	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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158890	TBD	0.06364	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158891	TBD	0.17785	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158892	TBD	0.05791	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158893	TBD	0.0989	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158894	TBD	0.26114	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158895	TBD	0.11794	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158896	TBD	0.00785	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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158897	TBD	0.07092	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158898	TBD	0.96759	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158899	TBD	0.02869	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158900	TBD	0.32095	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158901	TBD	0.0613	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158902	TBD	0.1357	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158903	TBD	0.10835	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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158904	TBD	0.44132	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158905	TBD	0.08793	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158906	TBD	0.09029	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158907	TBD	0.10904	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158908	TBD	0.29866	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158909	TBD	0.21925	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158910	TBD	0.07909	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
158911	TBD	0.05806	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158912	TBD	0.05202	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158913	TBD	0.44378	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158914	TBD	0.42806	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158915	TBD	0.0112	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158921	TBD	1.43078	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158922	TBD	0.56893	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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158923	TBD	0.13861	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158924	TBD	0.2592	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158925	TBD	0.20502	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158926	TBD	0.14847	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158927	TBD	0.18466	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158928	TBD	0.04803	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158929	TBD	0.02825	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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158930	TBD	0.21382	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158931	TBD	0.06143	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158932	TBD	0.06937	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158937	TBD	0.01377	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158938	TBD	0.06048	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158939	TBD	0.20018	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158941	TBD	0.39564	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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158942	TBD	0.70101	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158943	TBD	0.48051	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158944	TBD	0.67351	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158945	TBD	0.55455	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158946	TBD	0.25897	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158947	TBD	0.13045	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158948	TBD	0.55891	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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158949	TBD	0.04227	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158950	TBD	0.10694	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158951	TBD	0.22501	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158972	TBD	0.63644	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158973	TBD	0.22059	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158974	TBD	0.12247	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158975	TBD	0.131	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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158976	TBD	0.20223	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158977	TBD	0.13536	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158978	TBD	0.37539	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158979	TBD	0.09832	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158980	TBD	0.11512	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158981	TBD	0.37046	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158982	TBD	0.68139	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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158983	TBD	0.17468	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158984	TBD	0.30253	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158985	TBD	0.43979	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158986	TBD	0.39137	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158987	TBD	0.22199	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158988	TBD	0.2291	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
158989	TBD	0.31351	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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159059	TBD	0.05114	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159060	TBD	0.59033	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159061	TBD	0.11293	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159062	TBD	0.11009	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159063	TBD	0.12102	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159065	TBD	0.00035	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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159068	TBD	0.30696	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159069	TBD	0.09351	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159070	TBD	0.49579	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159071	TBD	0.31032	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159072	TBD	0.18275	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159073	TBD	0.22904	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159074	TBD	0.24079	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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159075	TBD	0.11879	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159079	TBD	0.24871	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159080	TBD	0.12265	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159081	TBD	0.10742	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159082	TBD	0.35124	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159083	TBD	0.43544	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159084	TBD	0.05911	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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159086	TBD	0.02183	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159087	TBD	0.13963	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159088	TBD	0.37375	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159089	TBD	0.20019	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159090	TBD	0.19455	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159091	TBD	0.20867	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159092	TBD	0.31169	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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159093	TBD	0.19749	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159094	TBD	0.02674	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159097	TBD	0.00057	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
159099	TBD	0.00051	Primitive Road: Primary	Motorized	None	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
159100	TBD	0.22707	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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159101	TBD	0.20604	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159102	TBD	0.72034	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159103	TBD	0.51666	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159104	TBD	0.14948	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159105	TBD	0.21491	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159106	TBD	0.20467	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159107	TBD	0.10287	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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159108	TBD	0.00036	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
159112	TBD	0.13243	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159113	TBD	0.02943	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159115	TBD	0.31844	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159116	TBD	0.00039	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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159153	TBD	0.05725	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159155	TBD	0.00054	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
159156	TBD	0.00057	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
159159	TBD	0.00069	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

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159164	TBD	0.00053	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
159165	TBD	0.47371	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159166	TBD	0.05781	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159167	TBD	0.16305	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159168	TBD	0.28616	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159169	TBD	0.2839	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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159170	TBD	0.24426	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159171	TBD	0.08699	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159172	TBD	0.37619	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159173	TBD	0.50123	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159174	TBD	0.09121	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159175	TBD	0.19511	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159176	TBD	0.16543	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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159177	TBD	0.31963	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159178	TBD	0.06036	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159179	TBD	1.16807	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159180	TBD	0.6029	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159181	TBD	0.10775	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159184	TBD	1.37542	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159185	TBD	0.52941	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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159186	TBD	0.2905	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159187	TBD	1.00159	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159188	TBD	0.3329	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159189	TBD	0.40537	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159190	TBD	0.19118	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159191	TBD	0.06171	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159192	TBD	0.38231	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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159193	TBD	0.16998	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159194	TBD	0.05596	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159195	TBD	0.03384	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159196	TBD	0.03857	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159197	TBD	0.02521	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159198	TBD	0.21235	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159199	TBD	0.29198	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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159200	TBD	0.26866	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159201	TBD	0.2525	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159202	TBD	0.84904	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159203	TBD	0.07833	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159204	TBD	0.04114	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159205	TBD	0.12961	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159206	TBD	0.53862	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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159207	TBD	0.31043	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159208	TBD	0.22382	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159209	TBD	0.27337	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159210	TBD	0.14123	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159211	TBD	0.2194	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159212	TBD	0.13517	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159213	TBD	0.05801	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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159214	TBD	0.74558	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159215	TBD	0.2881	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159216	TBD	0.14277	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159217	TBD	0.2688	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159218	TBD	0.15493	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159219	TBD	0.05934	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159220	TBD	0.10375	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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159221	TBD	0.07373	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159222	TBD	0.06719	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159223	TBD	0.06188	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159224	TBD	0.21884	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159225	TBD	0.10263	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159226	TBD	0.05409	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159227	TBD	0.07839	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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159228	TBD	0.07522	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159229	TBD	0.0865	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159230	TBD	0.10963	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159231	TBD	0.10993	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159232	TBD	0.04702	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159233	TBD	0.21745	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159234	TBD	0.33899	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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159235	TBD	0.12627	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159236	TBD	0.0998	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159237	TBD	0.21009	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159238	TBD	0.08707	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159239	TBD	0.07	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159240	TBD	0.06035	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159241	TBD	0.12194	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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159242	TBD	0.13906	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159243	TBD	0.05336	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159244	TBD	0.10808	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159245	TBD	0.07627	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159246	TBD	0.11356	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159247	TBD	0.03035	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159248	TBD	0.25751	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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159249	TBD	0.26334	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159250	TBD	0.35584	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159251	TBD	0.20912	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159662	TBD	0.19432	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
159664	TBD	0.25166	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159665	TBD	0.18749	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
159666	TBD	0.20589	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159667	TBD	0.20112	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159793	TBD	0.00023	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
159794	TBD	0.38094	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159795	TBD	0.20656	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159796	TBD	0.07811	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
159797	TBD	0.14829	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159798	TBD	0.18231	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
159799	TBD	0.04327	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
160062	TBD	0.01749	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
160063	TBD	0.00033	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
160067	TBD	0.1839	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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160068	TBD	0.21486	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
160069	TBD	0.33857	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
160070	TBD	0.12424	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
160071	TBD	0.25356	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
160072	TBD	0.26634	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
160073	TBD	0.11271	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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160074	TBD	0.0005	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
160075	TBD	0.00022	Primitive Road: Primary	Motorized	None	(a), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
160085	TBD	0.00049	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
160087	TBD	0.00025	Primitive Road: Primary	Motorized	None	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
160142	TBD	0.0725	Primitive Road: Primary	Motorized	Street Legal	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
160143	TBD	0.20882	Primitive Road: Primary	Motorized	Street Legal	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
160144	TBD	0.00089	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
160145	TBD	0.03994	Primitive Road: Primary	Motorized	Street Legal	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
160146	TBD	0.30913	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
311333	TBD	0.03759	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
311334	TBD	0.10681	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
311499	TBD	0.09253	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
311500	TBD	0.02636	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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311501	TBD	0.42467	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
311502	TBD	0.02542	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
311504	TBD	0.03685	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
311505	TBD	0.01285	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
311508	TBD	0.01226	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
311720	TBD	0.00163	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
311721	TBD	0.00084	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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311722	TBD	0.00048	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
311723	TBD	0.01265	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
311724	TBD	0.00023	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
311749	TBD	0.02044	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
311750	TBD	0.11762	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
311751	TBD	0.00021	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
311752	TBD	0.00022	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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311753	TBD	0.00044	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
311754	TBD	0.00062	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
311756	TBD	0.00025	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
311757	TBD	0.06669	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
311758	TBD	0.04671	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
311759	TBD	0.09081	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
311760	TBD	0.16611	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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311762	TBD	0.05282	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
311763	TBD	0.15092	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
311764	TBD	0.0567	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
311765	TBD	0.05088	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
311766	TBD	0.04265	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
311767	TBD	0.04533	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
311768	TBD	1.75164	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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311769	TBD	0.07504	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
311770	TBD	0.53634	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
311771	TBD	0.6582	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
311808	TBD	0.06413	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
311809	TBD	0.06248	Primitive Road: Primary	Motorized	Street Legal	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
311811	TBD	0.02131	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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311812	TBD	0.05973	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
312187	TBD	0.00021	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
312188	TBD	0.00168	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
312189	TBD	0.00094	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
312190	TBD	0.19602	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
312191	TBD	0.02417	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
312194	TBD	0.00101	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
312195	TBD	0.00028	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
312196	TBD	0.00042	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
312197	TBD	0.02383	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
312198	TBD	0.05499	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
312199	TBD	0.00031	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
312200	TBD	0.00029	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
312201	TBD	0.00053	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
312202	TBD	0.07536	Primitive Road: Primary	Motorized	Authorized/Permitted	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
312203	TBD	0.20068	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
312204	TBD	0.15152	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
312224	TBD	0.10666	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
312466	TBD	0.03832	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
312467	TBD	0.00505	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
312477	TBD	0.00204	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
312519	TBD	0.08162	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
312520	TBD	0.0063	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
312521	TBD	0.02218	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
312522	TBD	0.13202	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
312523	TBD	0.20895	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
312604	TBD	0.17409	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
313118	TBD	0.07206	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
313119	TBD	0.42048	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
313120	TBD	0.02444	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
313121	TBD	0.25456	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
313122	TBD	2.6E-05	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
313947	TBD	0.01593	Primitive Road: Primary	Motorized	Authorized/Permitted	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
314372	TBD	0.02051	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
314374	TBD	0.06661	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
314377	TBD	0.06865	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
314385	TBD	0.06169	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
314386	TBD	0.04109	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
314387	TBD	0.06622	Primitive Road: Primary	Motorized	Authorized/Permitted	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
314390	TBD	0.12085	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
314404	TBD	0.0006	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
314405	TBD	0.00023	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
314407	TBD	0.4859	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
314408	TBD	0.03951	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
314409	TBD	0.22427	Primitive Road: Primary	Motorized	None	(a), (b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501 and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by implementation of the components of the associated travel management plan, imposing restrictions on the stopping, parking and camping distance, limiting the extent of potential disturbance created by use of the segment.
314410	TBD	0.04351	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
314411	TBD	0.08324	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
314412	TBD	0.05504	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
314414	TBD	0.13153	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
314415	TBD	0.13288	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
314416	TBD	0.13168	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
314417	TBD	0.30154	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
314418	TBD	0.043	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
314419	TBD	0.34945	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
314420	TBD	0.00616	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
314421	TBD	0.02469	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
314422	TBD	0.00676	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
314423	TBD	0.00022	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
314424	TBD	0.30462	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
314425	TBD	0.15165	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
314426	TBD	0.06013	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
314427	TBD	0.06087	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

WEMO ID	Designated Route # &/or CN # &/or route name	Length (Miles)	Proposed Asset Classification	Proposed Designation Alternative 5	Proposed Subdesignation Alternative 5	Applicable 43 CFR 8342.1 Section	Designation Decision Justification and Impact Minimization
314428	TBD	0.01836	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
314429	TBD	0.04735	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
314430	TBD	0.22791	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
314431	TBD	0.059	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
314432	TBD	0.10859	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
314433	TBD	0.11208	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
314434	TBD	0.13795	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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314435	TBD	0.0559	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
314436	TBD	0.06859	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
314437	TBD	0.15601	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
314438	TBD	0.02825	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
314439	TBD	0.07471	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
314440	TBD	0.0791	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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314441	TBD	0.08106	Primitive Road: Primary	Motorized	Authorized/Permitted	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
314442	TBD	0.00053	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
314443	TBD	0.08481	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
314444	TBD	0.06169	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
314445	TBD	0.18787	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
314448	TBD	0.39065	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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314449	TBD	0.03175	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
314450	TBD	0.17936	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
314451	TBD	0.02628	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
314452	TBD	0.03351	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
314453	TBD	0.07603	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
314454	TBD	0.04269	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
314455	TBD	0.05778	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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314456	TBD	0.08897	Translinear Disturbance	Translinear Disturbance	None	(b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
314457	TBD	0.1812	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
314458	TBD	0.08672	Primitive Road: Primary	Motorized	Authorized/Permitted	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
314459	TBD	0.00416	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
314460	TBD	0.03298	Primitive Road: Primary	Motorized	Authorized/Permitted	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.

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314461	TBD	0.0265	Primitive Road: Primary	Motorized	Authorized/Permitted	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
314462	TBD	0.00295	Primitive Road: Primary	Motorized	Authorized/Permitted	(c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
314463	TBD	0.04816	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
314464	TBD	0.18544	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
314465	TBD	0.0373	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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314466	TBD	0.24385	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
314467	TBD	0.0896	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
314468	TBD	0.04104	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
314469	TBD	0.07623	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
314470	TBD	0.06622	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
314471	TBD	0.12348	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
314472	TBD	0.03012	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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314473	TBD	0.64542	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
314474	TBD	0.20396	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
314475	TBD	0.21537	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
314476	TBD	0.03711	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
314477	TBD	0.67837	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
314478	TBD	0.30176	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
314479	TBD	0.14126	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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314480	TBD	0.06813	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
314481	TBD	0.37695	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
314482	TBD	0.14037	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
314483	TBD	0.84652	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
314484	TBD	0.65161	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
314485	TBD	0.21045	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
314486	TBD	0.16708	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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314487	TBD	0.49516	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
314488	TBD	0.08596	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
314489	TBD	0.40106	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
314490	TBD	0.17325	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
314491	TBD	0.15764	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
314492	TBD	0.23547	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
314493	TBD	0.01549	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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314494	TBD	0.0479	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
314495	TBD	0.03066	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
314496	TBD	0.08034	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
314497	TBD	0.01896	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
314498	TBD	0.0717	Primitive Road: Primary	Motorized	Authorized/Permitted	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
314499	TBD	0.04024	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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314500	TBD	0.06579	Primitive Road: Primary	Motorized	Authorized/Permitted	(b), (c), (d)	This segment has been determined to be appropriate for motorized use consistent with FLPMA Section 302a, Section 501, and Section 601 (4), after review of relevant factors. Impacts to the aforementioned resources have been minimized by adding subdesignations, and implementation of the components of the associated travel management plan, resulting in a reduction in intensity of use and providing additional management control over users.
314501	TBD	0.06531	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
314502	TBD	0.02428	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
314503	TBD	0.01704	Translinear Disturbance	Translinear Disturbance	None	(b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
314504	TBD	0.06372	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
314505	TBD	0.12852	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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314506	TBD	0.29533	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
314507	TBD	0.33951	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
314508	TBD	0.0644	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
314509	TBD	0.20676	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
314510	TBD	0.11677	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
314511	TBD	0.16221	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
314512	TBD	0.08329	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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314513	TBD	0.12507	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
314514	TBD	0.13593	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
314515	TBD	0.11562	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
314516	TBD	0.06283	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
314517	TBD	0.10169	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
314518	TBD	0.05776	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
314522	TBD	0.76391	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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314523	TBD	0.58546	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
314524	TBD	0.76121	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
314525	TBD	0.16912	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
314526	TBD	0.02449	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
314527	TBD	0.09149	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
314528	TBD	0.34726	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
314529	TBD	0.07721	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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314531	TBD	0.06686	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
314532	TBD	0.1596	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
314533	TBD	0.68027	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
314534	TBD	0.06903	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
314535	TBD	0.03345	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
314536	TBD	0.03583	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
314537	TBD	0.00455	Translinear Disturbance	Translinear Disturbance	None	(c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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314538	TBD	0.08043	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
314540	TBD	0.00458	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
314546	TBD	0.07155	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
314563	TBD	0.16786	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
314564	TBD	0.1659	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
314565	TBD	0.07912	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
314566	TBD	0.12375	Translinear Disturbance	Translinear Disturbance	None	(a), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.

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314567	TBD	0.05599	Translinear Disturbance	Translinear Disturbance	None	(d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
316175	TBD	1.61753	Translinear Disturbance	Translinear Disturbance	None	(a), (b), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.
316177	TBD	0.25019	Translinear Disturbance	Translinear Disturbance	None	(a), (c), (d)	Impacts to the aforementioned resources have been minimized by classification of the segment as a Transportation Linear Disturbance, eliminating potential impacts created by use of the segment.